

APPROVED

May 6, 2008

Michigan State Administrative Board

Lansing, Michigan

April 15, 2008

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, April 15, 2008, at 11:00 a.m.

Present: Steven Liedel, Deputy Legal Counsel, representing Jennifer M. Granholm, Governor, Chairperson
Walt Herzig, Chief of Staff, representing John D. Cherry, Jr., Lt. Governor
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox, Attorney General
Mary G. MacDowell, Director, Financial Services Bureau, representing Robert J. Kleine, State Treasurer
Joseph Pavona, Director, Bureau of Administrative Services, representing Terri Lynn Land, Secretary of State
Leon Hank, Chief Administrative Officer, representing Kirk T. Steudle, Director, Department of Transportation
Elaine Madigan, Executive Director of School Finance and School Law, representing Michael P. Flanagan, Superintendent of Public Instruction
Sherry Bond, Secretary

Others Present:

James Burris, Elise Lancaster, Janet Rouse, Department of Management and Budget; Eric Johnson, Department of State Police; Amy Meldrum, Department of Transportation; Melissa Topolewski, Kheder Davis & Associates

1. CALL TO ORDER:

Mr. Liedel called the meeting to order and led the Pledge of Allegiance to the Flag.

2. READING OF MINUTES OF PRECEDING MEETING AND APPROVAL THEREOF:

Mr. Pavona moved that the minutes of the regular meeting of April 1, 2008, be approved and adopted. The motion was supported by Mr. Herzig and unanimously approved.

3. HEARING OF CITIZENS ON MATTERS FALLING UNDER JURISDICTION OF THE BOARD:

NONE

4. COMMUNICATIONS:

NONE

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

Retention and Disposal Schedules:

CITY OF KALAMAZOO, Environmental Services Division, Public Services,
4/15/2008

Mr. Hank moved that the Retention and Disposal Schedule be approved and adopted. The motion was supported by Ms. MacDowell and unanimously approved.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:
(Please see the following pages)

APPROVED

April 15, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Building** Committee was held at **11:00 a.m.**
on **April 8, 2008**. Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Brandon Hofmeister, representing Approved _____
Lt. Governor Cherry

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Iris Lopez, Department of Attorney General; Sherry Bond, James
Burris, Craig Orr, Janet Rouse, Department of Management and
Budget; Eric Johnson, Department of State Police; Kris Squibb,
Department of Natural Resources; Melissa Lopolewski, Kheder
Davis & Associates

The Building Committee regular agenda was presented.

Following discussion, Mr. Keenan moved that the regular agenda be
recommended to the State Administrative Board for approval. Supported
by Mr. Hofmeister, the motion was unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

April 8, 2008 / April 15, 2008
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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This agenda is for general informational purposes only. At its discretion, the Building Committee may revise this agenda and may take up other issues at the meeting.

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Lewis Cass Building – Renovation – Lobby, 1st and 2nd Floors
File No. 07/06080.JRC – Index No. 53201
Low Responsive Bidder: HBC Contracting, Lansing; \$2,565,000.00

Purpose/Business Case

The purpose of this construction contract is to complete renovations of the 1st and 2nd floors in the Lewis Cass Building, which will finish the upgrading of the building.

Benefit

The State will benefit by bringing the building into current building and fire code compliance while making the building mechanical systems function more economically.

Funding Source

100% State Building Authority Funds

Commitment

This work was advertised and competitively bid, with the contract awarded to the lowest responsive, responsible bidder. The contract cost is fixed based on competitive bids.

Risk Assessment

Failure to complete the renovations will leave the Lewis Cass Building out of building and fire code compliance while leaving old inefficient mechanical systems in place.

Zip Code

48909

2. DEPARTMENT OF MANAGEMENT AND BUDGET, DIMONDALE – Michigan State Police Training Academy – HVAC Replacement
File No. 071/05297.JRC – Index No. 44202
Low Responsive Bidder: Thatcher Construction, East Lansing; \$525,774.00

Purpose/Business Case

The purpose of this contract is to replace two malfunctioning 25-year-old air handler units located in a small mechanical room on the first floor with two new units to be located on the roof.

Benefit

New air handlers will remedy errors in temperature control, creating a consistently comfortable work environment, and solve difficult maintenance procedures for repairing the existing units. New units will provide cost savings in energy efficiency, and improved maintenance accessibility. Since the existing units can no longer heat the building, costs of temporary heat or employee relocation can be avoided with new units.

Funding Source

100% Agency Operating Funds

Commitment

This work was advertised and competitively bid, with the contract awarded to the lowest responsive, responsible bidder. The contract cost is fixed based on competitive bids.

Risk Assessment

Failure to approve this contract results in an untenable work environment and the retention of unrepairable and inefficient air handling units. The existing units are damaged and missing components which cannot be replaced without creating additional damage to the existing units. Existing safety and accessibility issues would remain, preventing efficient and cost-effective maintenance.

Zip Code

48918

REVISIONS TO CONSTRUCTION CONTRACTS

3. DEPARTMENT OF MANAGEMENT AND BUDGET, GRAND RAPIDS – Grand Rapids State Office Building – Building Renovation
File No. 071/05263.FAR – Index No. 53158
Carrier Construction Company, Inc., Hickory Corners; CCO No. 20, Incr. \$4,135.00

Purpose/Business Case

The purpose of this change order is for installation of a sloped sheet metal floor in the return plenum serving Air Handling Unit 7.

Benefit

The State will benefit by remedying the issue of a surging fan, which created air distribution and balance issues.

Funding Source

100% State Building Authority Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The sum of the contract plus this change order is within the total authorized budget.

Risk Assessment

Failure to approve this change order results in the fan continuing to surge when in operation with loss of energy efficiency, reduced equipment life, and poor air balance and distribution.

Zip Code

49503

4. DEPARTMENT OF MANAGEMENT AND BUDGET, DIMONDALE - General Office Building - Renovation to the 1st and 2nd Floors
File No. 071/05264.JRC – Index No. 53159
Moore Trosper Construction Company, Holt; CCO No. 7, Incr. \$101,133.00

Purpose/Business Case

The purpose of this change order is to respond to changes required by the DLEG inspector for fire and safety code issues uncovered in demolition and to repair an existing perimeter fin tube heating system that was not functioning properly.

Benefit

With these changes this phase of the project will be brought into current fire and safety code compliance and the heating system for a portion of the building will function properly.

Funding Source

100% State Building Authority Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract plus the change order is within the authorized total project cost.

Risk Assessment

Failure to complete these changes will leave the General Office Building partially updated and out of fire and safety code compliance.

Zip Code

48918

5. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Austin/Williams Building – Air Handling Unit Replacement
File No. 071/06108.JNS – Index Nos. 44107 & 44108
Shaw-Winkler, Inc., East Lansing; CCO No. 6, Incr. \$54,694.72

Purpose/Business Case

The purpose of this change order is to add several critical items needed to assure that the new mechanical systems that have been installed will function as designed. Major changes include the troubleshooting and investigation of sound transmission issues from a new air handling unit, the installation of a sound attenuator in the supply air duct to reduce these fan noise issues, the installation of an additional building control unit to reduce communication traffic on the existing building control units, the addition of piping and controls to feed existing reheat coils, the troubleshooting of isolated cold areas within the Williams Building and the repair of VAV boxes, perimeter fin tube and controls to provide additional heat to these areas, the replacement of an undersized steam trap to maximize the performance of a heat exchanger, and the repair of an existing heating coil on a make-up air unit.

Benefit

The proposed additions and changes itemized above are necessary to provide a comfortable work environment for staff working within these facilities. Although new air handling equipment, heat exchangers, controls and pumps have been installed within the penthouses of these buildings, piping, fin tube, duct work and VAV boxes on each of the building floors were not replaced. These changes address heating and noise issues within the existing systems that became apparent in the startup and fine tuning of newly installed heating and ventilation equipment, and which affect the operation and longevity of the new equipment.

Funding Source

100% Agency Operating Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized total project cost.

Risk Assessment

Failure to approve this change order will leave isolated areas in each of these buildings with heating, ventilation and sound issues that provide an unacceptable working environment for building staff and visitors.

Zip Code

48933

6. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – George W. Romney State Office Building – Energy Initiatives – Replace Cooling Tower and Piping

File No. 071/06405.RMP – Index No. 44114

Shaw-Winkler, Inc., East Lansing; CCO No. 3, Incr. \$76,371.66

Purpose/Business Case

The purpose of this change order is to overhaul Chillers 1 and 2, including the motor bearings. The refrigerant leaks through the bearings, adversely affecting operation, maintenance, and the environment.

Benefit

The State will benefit by having the chillers overhauled, which will prevent refrigerant leaks and more maintenance cost.

Funding Source

100% Agency Operating Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized total project cost.

Risk Assessment

Failure to approve this change order results in more costs and may leave the building without chilled water required for building HVAC operation.

Zip Code

48906

LEASE FOR PRIVATE PROPERTY

7. DEPARTMENT OF HUMAN SERVICES, ONTONAGON - Renewal of Lease #6949 effective May 1, 2008, through April 30, 2018, with Jill A. Lundgren, Trustee Under Declaration of Trust Dated September 5, 1995, A Trust, 12769 Mansfeldt Road, Baraga, Michigan 49908, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Human Services, as Lessee, for 3,598 square feet of office space located at 730 South Seventh Street, Ontonagon, Michigan 49953. The annual per square foot rental rate for this space is \$7.75 (\$2,323.70 per month). Effective May 1, 2013, through April 30, 2018, the annual per square foot rental rate for this space is \$8.50 (\$2,548.58 per month). This rate does not include utilities, grounds maintenance, janitorial services, snow removal, or pest control. This Lease contains one ten-year renewal option with an annual per square foot rental rate of \$8.50 (\$2,548.58 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This is a renewal of an existing lease with a decrease of 1,798 square feet at the same square foot rate. The Department has occupied this space since 1987 and it continues to meet its needs.

Benefit

Renewal of this Lease allows the Department to remain at the current location, downsize the space, avoid relocation costs, and meet the legislative mandate to reduce space and costs. The rental rate is within current market rate for comparable space.

Funding Source

55% General Fund; 45% Federal Funds

Commitment Level

10 years with one 10 year renewal option; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing uninterrupted service and could possibly bring about increased costs if forced to relocate.

Zip Code

49953

GRANT OF EASEMENT

8. DEPARTMENT OF MANAGEMENT AND BUDGET (DMB) CITY OF SAGINAW, SAGINAW COUNTY, MI recommends that the State Administrative Board grant to Consumers Energy Company, whose address is One Energy Plaza, Jackson, Michigan 49201, a permanent non-exclusive easement for installing, maintaining and operating a buried electrical power distribution line. Said easement is described as follows:

The South 16.5 ft of the East 80 ft of Lot 12 of Block 59 of (Hoyts Plat) as depicted on a plat map of the City of East Saginaw dated June 5, 1911 and on other depictions of Block 59. Subject to easements and restrictions of record, if any.

The Attorney General's office has approved this easement agreement as to legal form.

Purpose/Business Case

Consumers Energy has requested this easement in order to provide new electrical service to adjacent property owners.

Benefit

Granting this easement will generate revenue of \$750.00 for the State in accordance with the Easement Fee Schedule approved by the State Administrative Board on April 16, 2002.

Funding Source

N/A

Commitment

This easement will be a permanent non-exclusive easement. However, the easement terminates if unused for its intended purpose for a period of one calendar year.

Risk Assessment

The risk of not approving this easement is that the State will forego the easement fee revenue.

ZIP Code

48607

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Ms. MacDowell presented the Building Committee Report for the regular meeting of April 8, 2008. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held April 8, 2008, be approved and adopted. The motion was supported by Mr. Herzig and unanimously approved.

APPROVED

April 15, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Finance and Claims** Committee was held at
11:05 a.m. on **April 8, 2008**. Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Brandon Hofmeister, Governor's Office; Sherry Bond, James
Burris, Craig Orr, Janet Rouse, Department of Management and
Budget; Eric Johnson, Department of State Police; Kris Squibb,
Department of Natural Resources; Melissa Lopolewski, Kheder
Davis & Associates

The Finance and Claims Committee regular and amended supplemental
agendas were presented.

Following discussion, Ms. Lopez moved that the regular and amended
supplemental agendas be recommended to the State Administrative Board
for approval. The motion was supported by Mr. Keenan and unanimously
adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

4/1/08 10:32 version

FINANCE AND CLAIMS COMMITTEE

April 8, 2008, 11:05 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

April 15, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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This agenda is for general informational purposes only.
At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I. AGENCY CONTRACTS

Requests approval of the following:

1. DEPARTMENT OF CORRECTIONS

1)	County of Muskegon -	\$ 500,000.00	Amendment
	Department of Employment	\$ 3,839,151.00	New Total
	and Training	FY08-09	100% General Fund
	Muskegon, MI		Additional funds for Michigan
			Prisoner Re-Entry Initiative
			Services

2. DEPARTMENT OF ENVIRONMENTAL QUALITY

1)	Lowell Center for	\$ 49,000.00	Total
	Sustainable Production	FY08	100% State Restricted
	Lowell, MA		Advancing Green Chemistry in
			Michigan
2)	Michigan United Conservation	\$ 91,025.00	Total
	Club	FY08	100% Federal Funds
	Lansing, MI		Michigan Stove Change-Out
			Program
3)	Various	\$ 368,330.00	Total
	(Listing on File)	FY08-09	100% Federal Funds
			Grants for Wellhead Protection
			Activities consistent with R
			325.12801-R 325.12820

3. DEPARTMENT OF HISTORY, ARTS AND LIBRARIES

- 1) Various \$ 65,000.00 Total
(Listing on file) **FY08** 100% Federal Funds
One-year, five-month grant for
historic preservation
- 2) Various \$ 159,800.00 Total
(Listing on file) **FY08-09** 100% State Restricted
One-year, five-month grant for
historic preservation -
lighthouses

4. DEPARTMENT OF HUMAN SERVICES

- 1) Child and Family Services NOT TO EXCEED
of the U.P., Inc. \$ 246,920.00 Total
Marquette, MI **FY08-10** 100% Federal Funds
Two-year, five-month contract
for Family Support services
- 2) Kimberly Sellers NOT TO EXCEED
Adrian, MI \$ 118,642.00 Total
FY08-10 100% Federal Funds
Two-year, seven-month contract
for Parent Aide services
- 3) Rosa Tovar NOT TO EXCEED
Adrian, MI \$ 68,778.00 Total
FY08-10 100% Federal Funds
Two-year, seven-month contract
for Parent Aide services
- 4) Salvation Army of W. MI \$ 33,000.00 Amendment
Grand Rapids, MI \$ 199,536.00 New Total
FY08 100% General Funds
To add funds to contract for
security deposits for Homeless
Assistance Recovery Program
vouchers
- 5) Oakland County Circuit Court \$ 125,000.00 Total
Family Division **FY08-09** 100% Federal Funds
Pontiac, MI Ten-month contract to add
mental health component

4. DEPARTMENT OF HUMAN SERVICES continued

- 6) Various
(Listing on file) \$ 2,500,000.00 Amendment
\$104,277,904.60 New Total
FY08 34% Federal Funds
66% General Funds (50% Local
Funds)
To add funds to the contract
for foster care services/
placement agency
- 7) Lutheran Adoption Service \$ 148,708.00 Total
Southfield, MI **FY08-10** 100% Federal Funds
Two-year, nine-month contract
for Adoption promotion and
support services
- 8) Cristo Rey Community Center NOT TO EXCEED
Lansing, MI \$ 30,000.00 Total
FY08-10 100% Federal Funds
Two-year, six-month contract
for Anger Management classes
- 9) Northern Michigan NOT TO EXCEED
Intervention Services, Inc. \$ 45,000.00 Total
Gaylord, MI **FY08-10** 100% Federal Funds
Two-year, six month contract
for in-home parent education
- 10) Northern Michigan NOT TO EXCEED
Intervention Services, Inc. \$ 50,000.00 Total
Gaylord, MI **FY08-10** 100 % Federal Funds
Two-year, six-month contract
for Family Advocate Home
Visitor Program
- 11) Julianne Rose NOT TO EXCEED
Maple City, MI \$ 44,400.00 Total
FY08-10 100% Federal Funds
Two-year, six month contract
for Coordinator for Adolescent
Girls Program

4. DEPARTMENT OF HUMAN SERVICES continued

12)	Spectrum Human Services Westland, MI	NOT TO EXCEED \$ 2,767,575.00 Total FY08-10 33% Federal Funds 67% General Funds Three-year contract for emergency shelter for female children in Wayne County
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5. DEPARTMENT OF NATURAL RESOURCES

1)	Emmet County Sheriff Department Harbor Springs, MI	\$ 6,000.00 Amendment \$ 27,098.00 New Total FY08 100% State Restricted Additional grant funds for patrol of State designated snowmobile trails
2)	Snowmobile Club amendments (Listing on File)	\$ 84,400.00 Amendment \$ 262,004.00 New Total FY08 100% State Restricted Additional grant funds for additional grooming of State designated trails
3)	Conservation Resource Alliance Traverse City, MI	\$ 45,000.00 Total FY08 100% State Restricted Grant award for the development of engineering plans for the removal of Wheeler Creek Dam in Wexford County

6. DEPARTMENT OF TREASURY

1)	Reinhart Boerner Van Deuren Milwaukee, WI	\$ 50,000.00 Amendment \$ 75,000.00 New Total FY08 100% Restricted Funds Increased funds for securities litigation services for the Michigan Retirement System
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SECTION II. DMB CONTRACTS

Requests approval of the following:

NEW CONTRACTS

7. DEPARTMENT OF AGRICULTURE

- | | | |
|----|---------------------------------------|--|
| 1) | Seraphin Test Measure
Rancocas, NJ | NOT TO EXCEED
\$ 29,500.00 (One-time)
FY08 100% Restricted Funds
791R8200093 Two Pickup Skid-
mounted Prover Assemblies |
|----|---------------------------------------|--|

8. DEPARTMENT OF ENVIRONMENTAL QUALITY

- | | | |
|----|-----------------------------------|---|
| 1) | Lachat Industries
Loveland, CO | NOT TO EXCEED
\$ 36,638.10 (One-Time)
FY08 100% Restricted Funds
761R8200164 Micro-
Distillation Digestion Block,
Tubes and Capping Press |
|----|-----------------------------------|---|

9. DEPARTMENT OF INFORMATION TECHNOLOGY

- | | | |
|----|--|--|
| 1) | COGNOS
Burlington, MA | NOT TO EXCEED
\$ 33,500.00 (5.5 months)
FY08 75% Federal Funds
25% General Funds
081R8200141 COGNOS License and
Support as part of the CHAMPS
application for the Department
of Community Health |
| 2) | Independent
Telecommunications
Systems, Inc.
Grand Rapids, MI | NOT TO EXCEED
\$ 36,460.00 (one year)
FY08 100% General Funds
084R8200151 Wise Package
Studio Pro Software License |

9. DEPARTMENT OF INFORMATION TECHNOLOGY continued

Various RE:START Vendors

**Short-term Staff Augmentation
for Information Technology for
various departments**

- | | |
|---|---|
| 3) Kunz Leigh & Associates
(Andrew Spencer,
Programmer/Analyst)
(Martin Tompkins,
Project Manager)
Lathrup Village, MI | NOT TO EXCEED
\$ 101,000.00 (8 months)
FY08 100% Restricted Funds
071I8200099 For a Programmer/
Analyst (Senior) and a Project
Manager (Senior) to assist with
the customization and
implementation of the MIDB
Inquiry and Reporting System
(MIRS) used by the Departments
of Agriculture, Treasury, and
Civil Service |
| 4) MillenniumSoft
(Prakash Sethuraman)
Fairfax, VA | NOT TO EXCEED
\$ 123,500.00 (one year)
FY08 100% Revolving Funds
071I8200088 To obtain a
Network Administrator to assist
the Department and
Telecommunications with
management, provisioning, and
repair of State of Michigan
data networks, security
devices, remote access systems,
monitoring systems, and other
systems that support these
networks |
| 5 Netstar Corporation
(David Chio)
Bloomfield Hills, MI | NOT TO EXCEED
\$ 151,840.00 (1yr 1mo 16 dys)
FY08 100% Revolving Funds
071I8200090 For a Senior
Network Administrator to assist
with management, provisioning,
and repair of State of Michigan
data networks, security
devices, remote access systems,
monitoring systems, and other
systems that support these
networks |

9. DEPARTMENT OF INFORMATION TECHNOLOGY continued

- 6) OpTech
(Chandra Nenavath)
Detroit, MI
- NOT TO EXCEED
\$ 174,720.00 (one year)
FY08 100% Revolving Funds
071I8200089 For a Security Analyst to assist the Department and Telecommunications with management, provisioning, and repair of State of Michigan data networks, security devices, remote access systems, monitoring systems, and other systems that support these networks, etc.
- 7) Prairie Quest Consulting
(Kumar Tummala)
Fort Wayne, IN
- NOT TO EXCEED
\$ 176,800.00 (one year)
FY08 100% General Funds
071I8200085 To obtain a Senior Programmer Analyst to assist the Department and the Department of Corrections in completing modifications to the DOC's Offender Management Network Information (OMNI) System
- 8) TekSystems
(Scott Powell)
Grand Rapids, MI
- \$ 123,500.00 (one year)
FY08 100% Revolving Funds
071I8200088 To obtain a Network Administrator to assist the Department and Telecommunications with management, provisioning, and repair of State of Michigan data networks, security devices, remote access systems, monitoring systems, and other systems that support these networks

9. DEPARTMENT OF INFORMATION TECHNOLOGY continued

9)	Vanco Technologies (Ruman Ghanta) (Yi Chen) (Robert Briggs) Lansing, MI	\$ 530,400.00 (one year) FY08 100% General Funds 071I8200085 To obtain three Senior Programmer Analysts to assist the Department of Corrections with completing modifications to the DOC's Offender Management Network Information (OMNI) System
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10. DEPARTMENT OF STATE POLICE

1)	Michigan Police Equipment Company Charlotte, MI	\$ 200,900.00 (One-Time) FY08 100% General Funds 071I8200076 Handguns
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CONTRACT CHANGES

11. DEPARTMENT OF EDUCATION

1)	Gratiot-Isabella Regional Education District Ithaca, MI	\$ 86,963.00 Amendment \$ 170,991.00 New Total FY08-09 100% Federal Funds 071B7200271 Additional funds for a one-year option to the contract for Data Management Consultant Services
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12. DEPARTMENT OF INFORMATION TECHNOLOGY

1)	Regional Economic Models, Inc. Amherst, MA	\$ 43,500.00 Amendment \$ 897,500.00 New Total FY08 80% Federal Funds 20% Restricted Funds 084R8200143 Additional funds to add the University of Michigan as a Secondary User of the Regional Economic Model License for the Department of Transportation
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12. DEPARTMENT OF INFORMATION TECHNOLOGY continued

2)	Three Sigma Software, Inc. Lorton, VA	\$ 118,300.00 Amendment \$ 7,355,532.00 New Total FY08 100% Federal Funds 071B7200133 Additional funds for changes requested to the Women's, Infants, and Children Information system to be completed prior to system implementation for the Department of Community Health
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Various RE:START Vendors

**Amendment(s) to existing
contract(s) for Short-term
Staff Augmentation for
Information Technology for
various departments**

3)	Sackett, Incorporated (Russell Colburn) Eagle, MI	\$ 143,520.00 Amendment \$ 287,040.00 New Total FY08 100% Restricted Funds 071B7200201 Additional funds for a one-year option to the contract for a Senior Programmer/Analyst to assist the Department of Treasury by supporting critical Treasury systems in the absence of current State staff
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12. DEPARTMENT OF INFORMATION TECHNOLOGY continued

4)	Uday Shukla Corporation (Brian Goluska) East Lansing, MI	\$ 164,320.00 Amendment \$ 328,640.00 New Total FY08 100% State Restricted 071B7200217 Additional Funds for a one-year option to the contract for a Technical Advisor and subject matter expert to monitor the FieldNet software enhancement projects on a daily basis, and to implement enhanced FieldNet releases at Michigan Department of Transportation's central office, field offices, local government agencies, engineering consultant firms, and construction contractor firms across Michigan
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13. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

1)	Examination Resources Atlanta, GA	\$ 800,000.00 Amendment \$ 1,800,000.00 New Total FY08-09 100% Restricted Funds 071B5200303 Additional funds for a one-year option to the contract for Financial Examination Services for the Office of Financial Services
2)	INS Regulatory Insurance Services, Inc. Philadelphia, PA	\$ 200,000.00 Amendment \$ 1,200,000.00 New Total FY09 100% Restricted Funds 071B5200259 Additional funds for a one-year option to the contract for Financial Examination Services for the Office of Financial Services

13. DEPARTMENT OF LABOR AND ECONOMIC GROWTH continued

3)	Noble Consulting Services Inc. Indianapolis, IN	\$ 600,000.00 Amendment \$ 1,600,000.00 New Total FY08-09 100% Restricted Funds 071B5200304 Additional funds for a one-year option to the contract for Financial Examination Services for the Office of Financial Services
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14. DEPARTMENT OF MANAGEMENT AND BUDGET

1)	AmerisourceBergen Williamston, MI	\$ 0 Amendment \$138,045,532.00 New Total FY08-09 100% General Funds 071B4200237 One-year option to the contract for Prime Vendor Wholesaler for Pharmaceutical Distribution to the State of Michigan, Statewide
2)	W.G. Wade Shows, Inc. Livonia, MI	\$ 800,000.00 (1 year) FY08 100% Restricted Funds REVENUE GENERATING 071B7200351 One-year option to the contract for Midway Rides, Games, and Concessions for the Michigan State Fair

15. DEPARTMENT OF STATE POLICE

1)	Bode Technology Springfield, VA	\$ 577,500.00 Amendment \$ 4,485,100.00 New Total FY08-09 Various Funding 071B420019 Additional funds for a one-year, three-month option to the contract for Laboratory Services for MSP and AG
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15. DEPARTMENT OF STATE POLICE continued

2)	National Patent Analytical Systems, Inc. Mansfield, OH	\$ 1,218,125.00 Amendment \$ 1,991,717.00 New Total 071B6200141 Additional funds for Data Master Breath Tester Equipment & Maintenance
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16. DEPARTMENT OF TREASURY

1)	Wolinski & Company C.P.A. P.C. Detroit, MI	\$ 150,000.00 Amendment \$ 274,305.00 New Total FY08-09 100% Restricted Funds 071B6200310 Additional funds for a one-year option to the contract for Financial Consulting Services for the Michigan Gaming Control Board
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SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

17. DEPARTMENT OF COMMUNITY HEALTH

1)	<u>Raymarte Evans</u>	\$ 15.00
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The claimant (08-SAB-040) requests \$15.00 reimbursement for money taken by staff. The Department recommends approval of this claim.

18. DEPARTMENT OF CORRECTIONS

1)	<u>James Brown #646339</u>	\$157.94
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The Claimant (08-SAB/DOC-125) requests \$157.94 reimbursement for his TV damaged during transfer. The Department recommends approval of this claim.

2)	<u>Edward Dortch #161229</u>	\$183.43
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The Claimant (07-SAB/DOC-454) requests \$183.43 reimbursement for excess store goods removed by staff and subsequently stolen. The Department recommends approval of this claim.

18. DEPARTMENT OF CORRECTIONS continued

- 3) Tevario Farris #638145 \$ 57.47

The Claimant (07-SAB/DOC-449) requests \$57.47 reimbursement for a pair of pants and shirt ordered and never received. The Department recommends approval of this claim.

- 4) Richard Jones #539727 \$ 16.75

The Claimant (08-SAB/DOC-133) requests \$16.75 reimbursement for his radio/tape player damaged while under control of the Department. The Department recommends approval of this claim.

- 5) Gary McPherson #430351 \$ 49.06

The Claimant (08-SAB/DOC-130) requests \$49.06 reimbursement for his hobby craft supplies lost while under control of the Department. The Department recommends approval of \$64.77 for this claim.

- 6) Tory Province #237410 \$ 99.58

The Claimant (06-SAB/DOC-315) requests \$99.58 reimbursement for numerous items missing while under control of the Department. The Department recommends denial of this claim.

- 7) Robert Schlenz #291878 \$163.00

The Claimant (07-SAB/DOC-448) requests \$163.00 reimbursement for his TV damaged by staff. The Department recommends approval of this claim.

19. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) Terry Bergstrom \$999.99

The claimant (08-SAB-024) requests \$999.00 reimbursement for damage to his vehicle when the gate came down on the top of it. The Department recommends denial of this claim.

20. DEPARTMENT OF STATE

- 1) Larry Hull \$885.00

The claimant (08-SAB-035) requests \$885.00 reimbursement for towing, impound charges, mileage reimbursement, pain and suffering, and items missing from his vehicle due to Secretary of State error. The Department recommends approval of \$104.92 for the towing, impound fees, and mileage reimbursement for his court hearing.

21. DEPARTMENT OF TRANSPORTATION

- 1) Rosa Anderson \$434.60

The claimant (07-SAB-164) requests \$434.60 reimbursement for damage to her vehicle after hitting a pothole. The Department recommends denial of this claim.

- 2) Norman Cochran \$999.00

The claimant (07-SAB-173) requests \$999.00 reimbursement for damage to his vehicle after hitting a pothole. The Department recommends denial of this claim.

- 3) Christine Dedvukaj \$999.99

The claimant (08-SAB-013) requests \$999.99 reimbursement for damage to her vehicle after debris fell on it from a bridge. The Department recommends denial of this claim.

- 4) Samantha Harshaw \$999.00

The claimant (08-SAB-004) requests \$999.00 reimbursement for damage to her vehicle when debris fell from one of the bridges. The Department recommends denial of this claim.

- 5) Teddy Miller \$535.87

The claimant (08-SAB-011) requests \$535.87 reimbursement for damage to his vehicle after hitting a pothole. The Department recommends denial of this claim.

21. DEPARTMENT OF TRANSPORTATION continued

6) Mikhail Muhammad \$999.00

The claimant (07-SAB-169) requests \$999.00 reimbursement for damage to his vehicle when debris fell from a bridge. The Department recommends denial of this claim.

7) Kathryn Sarkisian \$100.00

The claimant (08-SAB-039) requests \$100.00 reimbursement for damage to her vehicle window when a stone from a riding lawn mower driven by a State employee hit it. The Department recommends approval of this claim.

8) Vershawn Watts \$999.99

The claimant (08-SAB-012) requests \$999.99 reimbursement for damage to his vehicle after hitting a pothole. The Department recommends denial of this claim.

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

22. DEPARTMENT OF COMMUNITY HEALTH

1) The Department reports during the month of February 2008, the following action was taken by the Director regarding claims against the State of Michigan for Personal Property Losses Less than \$500.00 that are delegated to the Department per State Administrative Guide Procedure 0620.02:

Charles Hall	\$35.61
Coat torn	Approved

23. DEPARTMENT OF CORRECTIONS

1) Requests permission to dispose of unclaimed and abandoned prisoner property without intrinsic value in accordance with PD-BCF-53.01, Section IV, Abandoned and Unclaimed Property from the following facilities:

Saginaw Correctional Facility-04/15/2008

23. DEPARTMENT OF CORRECTIONS continued

- 2) Reports an emergency contract of \$28,980.00 with Secure 1 for sensor cable to fix an electronic hole in the security fence at Cooper Street Correctional Facility.

24. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) Reports an emergency contract of \$35,600.00 with Swan Electric for replacement of destroyed lightning arrestors and testing of system components for the Capital Complex main switchgear.

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

A M E N D E D
S U P P L E M E N T A L
A G E N D A

4/4/08 1:20 ver.

FINANCE AND CLAIMS COMMITTEE

April 8, 2008, 11:05 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

April 15, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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This agenda is for general informational purposes only.
At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I. AGENCY CONTRACTS

Requests approval of the following:

1s. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

Foster, Swift, Collins & Smith, Lansing, MI	\$ \$ 59,000.00 FY08 100% Restricted Funds Two-month extension to allow an independent hearing officer to complete the final review and draft opinion in the hearing of Blue Cross Blue Shield of Michigan rate filing Case #07-018-BC
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SECTION II. DMB CONTRACTS

Requests approval of the following:

CONTRACT CHANGES

2s. DEPARTMENT OF CORRECTIONS

Milliman Consultants and Actuaries Indianapolis, IN	\$ 150,000.00 Amendment \$ 1,896,000.00 New Total FY08-09 100% General Funds 071B6200134 Additional funds to add this department to the existing DCH contract for actuarial services as part of preparation for the inmate health care RFP
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SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

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Ms. MacDowell presented the Finance and Claims Committee Report for the regular meeting of April 8, 2008. After review of the foregoing Finance and Claims Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held April 8, 2008 be approved and adopted. The motion was supported by Mr. Pavona and unanimously approved.

APPROVED

April 15, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the Transportation and Natural Resources
Committee was held at 3:30 p.m. on April 8, 2008. Those present
being:

Chairperson: Joseph Pavona, representing Approved _____
Secretary of State Land

Member: Walt Herzig, representing Approved _____
Lt. Governor Cherry

Member: Jim Shell, representing Approved _____
Attorney General Cox

Others: Sherry Bond, Janet Rouse, Department of Management and Budget;
Mike Blackledge, Keith Brown, Leon Hank, Connie Hanrahan, Amy
Meldrum, Patrick Scarlett, Bill Stonebrook, Department of
Transportation

There was no Department of Natural Resources agenda presented.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation regular agenda was presented.

A retroactive letter was received from the Director of the Department
of Transportation, Kirk T. Steudle, regarding Item 17 of the regular
agenda.

Following discussion, Mr. Shell moved that the Transportation regular
agenda be recommended to the State Administrative Board for approval
with Item 28 of the regular agenda contingent upon approval by the
Office of Commission Audit and Items 16 and 67 withdrawn. Supported by
Mr. Herzig, the motion was unanimously adopted.

Mr. Pavona adjourned the meeting.

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: April 8, 2008– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: April 15, 2008 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “A” (Over the Counter Sale)
Tract 1043, Control Section 41064, Parcel 772, Part A, Parcel 774, Part A

The subject tract is located in the township of Byron, Kent County, Michigan, and contains approximately 4.733 acres. The tract was offered for sale at public auction on December 13, 2007, and did not sell. It was approved to be available for over-the-counter sale on December 18, 2007. The tract was appraised by Kevin Kalmbach, Grand Region Appraiser, on November 2, 2007, at \$292,000. The appraised tract was approved for sale by Patrick Scarlett, Supervisor, Program and Property Management Unit, on November 2, 2007, at the amount of \$292,000. Randy Disselkoe Properties, LLC, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$14,600, which represents a 5 percent bid deposit. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This is a revenue-generating sale. Failure to process this transaction would result in lost revenue to the state.

Purpose/Business Case: The purpose of excess property sales is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties, which returns revenue to the state.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price is based on that appraised value.

Risk Assessment: If excess property is not sold, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49504.

2. HIGHWAYS (Real Estate) – Resolution “B” (Excess Property Mutual Benefit Exchange)
Tract 1164, Control Sections 47014 and 47082, Parcels 157, Part A, C-154AE, Part A, and 2, Part A.

MDOT, in conjunction with two developers, Ramco-Gershenson (developer of the proposed Hartland Towne Square Shopping Center on the northeast quadrant of M-59 and US-23) and Grand Sakwa (developer of a Walmart store near the southeast quadrant of M-59 and US-23), is planning to widen and improve M-59 east of US-23 and relocate Hartland Road currently adjacent to US-23, to the east of its present location, in the township of Hartland, Livingston County, Michigan. The right-of-way to be acquired will be deeded from four property owners to the MDOT through agreements between Ramco-Gershenson and the individual owners. The right-of-way is needed to improve and widen M-59 from a five-lane road to a six-lane boulevard to accommodate the additional traffic that will be generated by these developments and by overall growth in the area. This project will be designed and constructed by the developers at no cost to MDOT. The value of these road improvements will exceed four million dollars. The subject tract consists of fee right-of-way containing approximately 0.95 acres and the relinquishment of two separate portions of highway easement consisting of 1.35 acres; the majority of the tract is “old” Hartland Road. The property to be acquired in fee is located along the north side of M-59, east of the US-23/M-59 interchange in the township of Hartland, Livingston, County, Michigan, and contains approximately 1.58 acres. The transaction was approved for mutual benefit exchange by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Division, on March 14, 2008. The tract was not offered to the local municipalities because it is part of an exchange. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This exchange transaction will allow MDOT to acquire property needed to widen and improve M-59 at no cost to MDOT.

Purpose/Business Case: The purpose of this exchange is to acquire property needed to widen and improve M-59 and exchange excess property that is no longer needed for transportation purposes.

Benefit: The acquisition of the land will allow M-59 to be widened and improved.

Funding Source: N/A.

Commitment Level: MDOT is committed to an exchange of property in MDOT’s favor and at no additional cost to MDOT.

Risk Assessment: If this exchange does not occur, it will negatively impact the local infrastructure and MDOT’s maintenance of M-59 traffic flow in this area.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48353.

3. *AERONAUTICS AND FREIGHT (Aeronautics) - Increase Amount

Amendatory Contract (2007-0435/A1) between MDOT and the County of Oakland will increase the contract amount by \$3,803 due to higher than anticipated costs for the noise analysis. The original contract provides for the performance of design engineering services for the extensions of runway 9L and taxiway D, the relocation of taxiway M, and the placement of porous friction courses for the resurfacing of runway 9R/27L and runway 9L/27R and for the undertaking of a noise analysis study for the extensions of runway 9R/27L and runway 9L/27R at the Oakland County International Airport in Pontiac, Michigan. The contract term remains unchanged, March 28, 2007, through March 27, 2027. The revised contract amount will be \$120,803. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration (FAA) Funds	\$ 93,600	\$3,042	\$ 96,642
State Bond Funds	\$ 20,475	\$ 666	\$ 21,141
Oakland County Funds	\$ 2,925	\$ 95	\$ 3,020
Total	<u>\$117,000</u>	<u>\$3,803</u>	<u>\$120,803</u>

Criticality: The noise analysis study is necessary to comply with the requirements of the National Environmental Policy Act.

Purpose/Business Case: To increase the contract amount by \$3,803 to cover higher than anticipated costs associated with the conduct of the noise analysis study.

Benefit: Completion of the noise analysis demonstrates compliance with environmental requirements.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Oakland County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not awarding the amendment is that the project may not be completed as planned. Oakland County would be responsible for the additional costs, and the county cannot afford the cost at this time without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48327.

4. *AERONAUTICS AND FREIGHT (Aeronautics) - Increase Amount

Amendatory Contract (2007-0668/A1) between MDOT and the Gratiot Community Airport Commission (GCAC) will increase the contract amount by \$1,100 due to higher than anticipated costs associated with the rehabilitation of the runway. The original contract provides for the rehabilitation of runway 9/27 and the taxiway at the Gratiot Community Airport in Alma, Michigan. The contract term remains unchanged, August 13, 2007, through August 12, 2027. The revised contract amount will be \$523,079. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration (FAA) Funds	\$417,583	\$ 880	\$418,463
State Bond Funds	\$ 91,346	\$ 192	\$ 91,538
GCAC Funds	<u>\$ 13,050</u>	<u>\$ 28</u>	<u>\$ 13,078</u>
Total	<u>\$521,979</u>	<u>\$1,100</u>	<u>\$523,079</u>

Criticality: The additional funding will supplement the cost of the runway grooving, which will provide skid-resistance and prevent hydroplaning during wet weather. Delaying the additional work could negatively impact airport safety.

Purpose/Business Case: To increase the contract amount by \$1,100 to cover higher than anticipated costs associated with the rehabilitation of runway 9/27.

Benefit: Will enhance airport safety.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% GCAC Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not awarding the amendment is that the project could not be completed as planned. The Gratiot Community Airport Commission would be responsible for the additional costs, and the airport commission cannot afford the additional cost at this time without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were three bidders.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48801.

5. AERONAUTICS AND FREIGHT (Aeronautics) - Sound Attenuation

Contract (2008-0209) between MDOT and the County of Oakland will provide federal and state grant funds for residential sound attenuation at the Oakland County International Airport in Pontiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$339,821. Source of Funds: FAA Funds (via block grant) - \$322,830; State Bond Funds - \$8,495; Oakland County Funds - \$8,496.

Criticality: The airport is federally mandated under CFR 14 Part 150, Airport Noise Compatibility Planning, to provide sound insulation to the homes surrounding the Oakland County International Airport. Delaying this project could jeopardize the federal funding earmarked for noise mitigation at this airport.

Purpose/Business Case: To provide for noise mitigation measures for approximately ten homes located around Oakland County International Airport.

Benefit: Will provide noise protection for airport area residents, in accordance with CFR 14, Part 150, Airport Noise Compatibility Planning, by reducing noise exposure.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% Oakland County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48327.

6. AERONAUTICS AND FREIGHT (Aeronautics) - Rehabilitation of Runway

Contract (2008-0211) between MDOT and the Wexford County Airport Authority (WCAA) will provide federal and state grant funds for the rehabilitation of runway 7/25 at the Wexford County Airport in Cadillac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,164,000. Source of Funds: FAA Funds (via block grant) - \$931,200; State Bond Funds - \$203,700; WCAA Funds - \$29,100.

Criticality: The existing runway is in poor condition and in need of rehabilitation. This will reduce the potential for loose material to be ingested into jet engines, which could result in costly repairs or injuries to ground personnel. Delaying the project could negatively impact airport safety.

Purpose/Business Case: To provide for the rehabilitation of runway 7/25.

Benefit: Will enhance airport safety.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% WCAA Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were three bidders.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49601.

7. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements

Contract (2008-0217) between MDOT and the City of Allegan will provide federal and state grant funds for the realignment and extension of runway 10/28 to 4,300 feet and for the expansion of the apron at the Padgham Field in Allegan, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$2,100,000. Source of Funds: FAA Funds (via block grant) - \$1,680,000; State Restricted Aeronautics Funds - \$367,500; City of Allegan Funds - \$52,500.

Criticality: This expansion project is needed to accommodate larger aircraft flying into the airport. Delaying the project could impact airport safety and essential business for the City of Allegan and the airport.

Purpose/Business Case: To provide for the realignment and extension of runway 10/28 to 4,300 feet and for the expansion of the apron.

Benefit: Will enhance airport safety.

Funding Source: 80% FAA Funds; 17.5% State Restricted Aeronautics Funds; 2.5% City of Allegan Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were thirteen bidders.

* Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49010.

8. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Airport Improvements

Contract (2008-0218) between MDOT and the Saginaw County Board of Commissioners will provide federal and state grant funds for the design engineering services for a new beacon and lighted windcone at the Saginaw County H. W. Browne Airport in Saginaw, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$12,500. Source of Funds: FAA Funds (via block grant) - \$10,000; State Bond Funds - \$2,187; Saginaw County Funds - \$313.

Criticality: This project is critical to the operational safety of the airport. The design phase must be completed at this time in order to allow the construction to be completed in during the 2008 construction season. A delay could negatively impact airport safety.

Purpose/Business Case: To provide for the development of engineering plans for a new beacon and lighted windcone.

Benefit: Will provide a design that meets all federal and state safety and airport design standards.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Saginaw County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48601.

9. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements

Contract (2008-0219) between MDOT and the County of Oakland will provide federal and state grant funds for the construction of a west perimeter road, improvements to the runway safety areas on runways 9R and 9L, the extension of runway 9L and taxiway D, the resurfacing of runway 9L/27R, and the relocation of utilities at the Oakland County International Airport in Pontiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,870,000. Source of Funds: FAA Funds (via block grant) - \$1,496,000; State Bond Funds - \$327,250; Oakland County Funds - \$46,750.

Criticality: This project will enhance airport safety and increase the capacity for aeronautical activity. It is mandated by the FAA for operational safety reasons. Delaying the project could negatively impact airport safety.

Purpose/Business Case: To provide for the construction of a west perimeter road, improvements to the runway safety areas on runways 9R and 9L, the extension of runway 9L and taxiway D, the resurfacing of runway 9L/27R, and the relocation of utilities.

Benefit: Will enhance airport safety.

* Denotes a non-standard contract/amendment

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Oakland County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were eleven bidders.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48327.

10. AERONAUTICS AND FREIGHT (Aeronautics) - Design and Construction of Airport Improvements

Contract (2008-0220) between MDOT and the City of Detroit will provide federal and state grant funds for the reconfiguration of the taxiway at the end of runway 25 and for the update of the airport layout plan (ALP) at the Coleman A. Young Municipal Airport in Detroit, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$115,000. Source of Funds: FAA Funds (via block grant) - \$92,000; State Bond Funds - \$20,125; City of Detroit Funds - \$2,875.

Criticality: The FAA inspector for the airport has reported that the existing taxiway configuration is a safety concern. The reconfiguration of the taxiway connectors will enhance the operational safety of the airport. In addition, the update of the ALP will ensure that future development projects are designed and constructed to the latest federal and state standards.

Purpose/Business Case: To provide for the reconfiguration of the taxiway at the end of runway 25 and for the update of the airport layout plan.

Benefit: The taxiway reconfiguration will enhance airport safety. The updated ALP document will meet current FAA requirements.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Detroit Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions. The construction will be bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48213.

11. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (46002-102985) under Master Agreement (2006-5077), dated August 10, 2006, between MDOT and Adrian & Blissfield Rail Road Company (ADBF) will provide funding for the installation of flashing-light signals with appropriate activation circuitry at the grade crossing of Silberhorn Highway in Lenawee County, Michigan. This work, to be undertaken in conjunction with local roadway enhancements, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Lenawee County Road Commission and approved on August 17, 2006. It will reflect 50 percent of the total project costs. The Lenawee County Road Commission is responsible for the remaining 50 percent. The project cost is estimated at \$154,486.25. Source of Funds: Federal Highway Administration (FHWA) Funds - \$46,345.88; FY 2008 State Restricted Trunkline Funds - \$30,897.25; Lenawee County Road Commission Funds - \$77,243.12.

Criticality: In January 2006, members of a review team determined that the existing passive warning devices needed to be replaced by flashing-light signals with appropriate activation circuitry to provide appropriate warning for motorists.

Purpose/Business Case: To provide for the installation of flashing-light signals with appropriate activation circuitry at the existing grade crossing of ADBF with Silberhorn Highway in Lenawee County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Lenawee County Road Commission, ADBF, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively and by local funds. FHWA Funds - \$46,345.88; FY 2008 State Restricted Trunkline Funds - \$30,897.25; Lenawee County Road Commission Funds - \$77,243.12.

Commitment Level: The authorization amount is based on ADBF's detailed estimate. All costs will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, known safety risks will not be addressed.

Cost Reduction: The work will be performed by ADBF on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of ADBF and the Lenawee County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49038.

12. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (46066-102986) under Master Agreement (2006-5077), dated August 10, 2006, between MDOT and Adrian & Blissfield Rail Road Company (ADBF) will provide funding for the installation of flashing-light signals with appropriate activation circuitry at the grade crossing of South Center Street in the city of Adrian, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Adrian and approved on September 6, 2007. The project cost is estimated at \$162,053.00. Source of Funds: Federal Highway Administration (FHWA) Funds - \$97,231.80; FY 2008 State Restricted Trunkline Funds - \$64,821.20.

Criticality: In September 2007, members of a review team determined that the existing passive warning devices needed to be replaced by flashing-light signals with appropriate activation circuitry to provide appropriate warning for motorists.

Purpose/Business Case: To provide for the installation of flashing-light signals with appropriate activation circuitry at the existing grade crossing of ADBF with South Center Street in the city of Adrian, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the City of Adrian, ADBF, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. FHWA Funds - \$97,231.80; FY 2008 State Restricted Trunkline Funds - \$64,821.20.

Commitment Level: The authorization amount is based on ADBF's detailed estimate. All costs will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, known safety risks will not be addressed.

Cost Reduction: The work will be performed by ADBF on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of ADBF and the City of Adrian.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49221.

13. *AERONAUTICS AND FREIGHT (Freight) - Michigan Rail Loan Assistance Program

Contract (2008-0199) between MDOT and Saginaw Bay Southern Railway Company will provide a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the replacement of eight railroad grade crossings located in Saginaw County. By preserving and improving the railroad infrastructure at these crossings, the railroad will ensure that its trains will traverse across public roads more safely and that motorists will be able to cross the railroad tracks with greater rideability, and safety. Saginaw Bay Southern Railway Company currently transports approximately 40,000 carloads (including hazardous materials) over its line per year. The contract term, including the loan payback period of ten years, will begin upon award and will extend until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The contract amount will be \$789,526. Source of Funds: FY 2008 State Restricted Comprehensive Transportation Funds - \$700,000; Saginaw Bay Southern Railway Company Funds - \$89,526.

Criticality: The railroad awaits contract award to begin replacing these eight crossings located in Saginaw County. The project will increase safety for both the trains operating over the crossings and motorists who must cross railroad tracks on these public roads. The project will help to ensure continued reliable rail service to Consumer's Energy, Dow Chemical, and other smaller rail customers.

Purpose/Business Case: This contract will provide MiRLAP loan funding for the replacement of eight railroad grade crossings in Saginaw County.

Benefit: Rebuilding the crossings will improve safety at these locations for both trains and motorists. The project will also help ensure continued reliable rail service to Consumer's Energy, Dow Chemical, and other smaller rail customers.

Funding Source: FY 2008 State Restricted Comprehensive Transportation Funds - \$700,000; Saginaw Bay Southern Railway Company Funds - \$89,526.

Commitment Level: The contract loan amount is based on estimates; however, payments will be based on actual costs not to exceed \$700,000.

Risk Assessment: If the project is not undertaken, the rail infrastructure will continue to deteriorate, increasing driving hazards for motorists and the possibility of derailments for the railroad.

Cost Reduction: Eligible costs will be reimbursed only after the company has contributed its matching share of project costs. As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48607

14. AERONAUTICS AND FREIGHT (Freight) - Railroad Crossing Closure

Contract (2008-0205) between MDOT and the City of Owosso will provide a lump sum incentive payment in exchange for the City of Owosso's action to close Ball Street at its grade crossing with the Great Lakes Central Railroad, Inc., in Shiawassee County. This work will enhance motorist safety by eliminating a location of potential conflict between vehicles and trains. All closure work will be completed within one year of the date of award of the contract. The contract will be in effect from the date of the award until the last obligation between the parties has been fulfilled. The contract amount will be \$100,000. Source of Funds: FY 2008 State Restricted Trunkline Funds - \$100,000.

Criticality: Permanently closing a crossing to vehicular traffic ensures that no motorist will be injured or killed at the crossing in the future. The availability of this incentive funding, which the City of Owosso may use for any transportation purpose, was critical to the decision to close the crossing.

Purpose/Business Case: This action is being undertaken in the interest of public safety and in support of a federal goal to reduce the number of public at-grade railroad crossings nationwide by 25 percent. Michigan law (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) provides for cash incentive payments to local road jurisdictions.

Benefit: The road closure is being undertaken by the City of Owosso for the purpose of enhancing motorist safety. Closing Ball Street at the railroad track will end vehicular movements over this grade crossing and eliminate potential car-train crashes.

Funding Source: The cash incentive payment for these closures comes from state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a). FY 2008 State Restricted Trunkline Funds - \$100,000.

Commitment Level: The contract cost is fixed and will be paid on a lump sum basis. No additional costs will be allowed.

Risk Assessment: If this cash incentive payment is not made available, the road will not be closed and the resulting safety benefits will not be realized.

Cost Reduction: The costs of accomplishing the closure will be borne by the road authority (City of Owosso) and the railroad. Neither MDOT nor any other state agency will be responsible for ongoing maintenance.

Selection: N/A.

New Project Identification: This is a cash incentive payment provided to the local road authority (City of Owosso) in exchange for enhancing safety through the road closure.

Zip Code: 48867.

15. *EXECUTIVE - Time Extension

Amendatory Memorandum of Understanding (MOU) (2008-0119/A1) between MDOT and the Michigan Department of Labor and Economic Growth (DLEG) will extend the contract term by three months to provide sufficient time for the services to be completed. The additional time is needed because of delays in the implementation of the subcontracts. The original contract provides federal funding for the creation and administration of the Road Construction Apprenticeship Readiness (RCAR) Program. The RCAR Program provides training to minority, female, and economically disadvantaged individuals to help them to meet the entry requirements for and to complete road construction apprenticeship programs. Individuals who successfully complete the RCAR Program will receive certification of preparation for entry into registered apprenticeship programs related to the road construction industry. The revised MOU term will be January 25, 2008, through August 31, 2009. The MOU amount remains unchanged at \$1,500,000. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: Approval of this amendment will provide the additional time needed for the implementation of the RCAR Program. The additional time is needed because the implementation of the subcontract agreements took longer than DLEG had anticipated. The RCAR Program seeks to create a sustainable process for supplying a qualified, diverse pool of highway construction workers through reaching out to individuals who might not be immediately ready to become apprentices due to a lack of basic skills and/or supports. Implementation of the RCAR Program will yield a core group of trained individuals capable of meeting contractor labor needs.

Purpose/Business Case: To provide sufficient time for the creation and administration of the RCAR Program. Apprenticeship readiness programs play an important intervening role by helping people to meet the entry requirements for and to complete road construction apprenticeship programs. Successful completion of the RCAR Program will lead to certification for entry into registered apprenticeship programs related to the road construction industry.

Benefit: The additional time will allow the program work to be completed. The RCAR Program will provide a seamless pathway into the highway construction trades and has the potential to assist MDOT contractors in fulfilling their On-the-Job Training and Equal Employment Opportunity requirements on federally-funded transportation projects.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: Federal transportation funds provided pursuant to Section 5204(e) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users; costs are estimated.

Risk Assessment: If the amendment is not approved, the program may not be fully implemented, which could result in a shortage of trained individuals qualified to perform road construction work.

Cost Reduction: N/A.

Selection: N/A for amendment and for original contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

16. *FINANCE & ADMINISTRATION – Revise Milestones, Add Dispute Resolution Provisions
Amendatory Contract (2008-0048/A1) between MDOT and High Street Consulting Group, LLC, will revise the project milestones and will add dispute resolution provisions to the contract. The original contract provides for the development of financial plan templates for use by MDOT staff to meet Federal Highway Administration (FHWA) requirements for major projects. The contract term remains unchanged, February 4, 2008, through September 30, 2008. The contract amount remains unchanged at \$92,457. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The contract provides for lump sum payments to be made to the consultant upon the accomplishment of defined milestones. The milestones will be revised, as negotiated, and the corresponding lump sum payments will be changed from three to four (with no increase in contract amount). The amendment will also add dispute resolution provisions to the contract. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To revise the project milestones and add dispute resolution provisions to the contract. These changes were negotiated with the consultant.

Benefit: Will provide for negotiated changes to the contract to be made, including the revision of the defined milestones and the addition of dispute resolution provisions.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The contract amount was negotiated based on needed services.

Risk Assessment: If this amendment is not approved, the changes will not be made and the negotiated terms will not be realized.

Cost Reduction: Training staff in-house to develop the plans will be the most cost efficient way to meet the FHWA requirement. The costs of the templates and training will be much less than the costs of hiring a consultant to develop a financial plan for each separate project.

Selection: N/A for amendment; best value for original contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

* Denotes a non-standard contract/amendment

17. *HIGHWAYS - Time Extension

Retroactive Amendatory Contract (2002-0605/A1) between MDOT and Modjeski and Masters, Inc., will extend the contract term by nine months to provide sufficient time for the consultant to complete the services, including compiling and producing the final inspection reports (167 days retroactive). The additional time is needed because the original contract did not provide sufficient time for the consultant to produce the final inspection reports following the 2007 bridge inspections. The original contract, which expired on October 31, 2007, provided for inspections on the United States portion of the Blue Water Bridge, including the plaza, approach bridges, and mechanically stabilized earth walls. The revised contract term will be April 17, 2003, through July 31, 2008. The contract amount remains unchanged at \$478,151.97. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

This contract is retroactive because the consultant finalized the inspections in October 2007 but still required several months to compile and produce the final inspection reports for MDOT. An amendment to extend the contract term was not processed before the contract expired due to an oversight by MDOT personnel.

Criticality: Annual inspections of the Blue Water Bridge are critical to maintaining bridge safety and meeting state and federal requirements. MDOT needs the recommendations and inspection reports to address any significant items detected during the inspections.

Purpose/Business Case: To extend the contract term by nine months to provide sufficient time for the consultant to compile and finalize the inspection reports. The consultant completed the required bridge inspection during October 2007 and now requires several additional months to compile and prepare the reports for delivery to MDOT.

Benefit: The additional time will allow the consultant to prepare and deliver the mandated annual bridge inspection reports. These reports will be the basis for maintenance and corrective action to ensure that the Blue Water Bridge remains a safe and structurally sound crossing.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Highway Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the amendment is not approved, the consultant will not be able to complete the final inspection reports.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48060.

18. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z1/R1) under Contract (2006-0605) between MDOT and Tetra Tech of Michigan, PC, will provide for the performance of additional design services and will increase the authorization amount by \$58,241.21. The additional services will include additional survey work, a geotechnical investigation, and plan revisions for an alternative storm sewer outlet west of M-106 to the Grand River, Jackson County. The original authorization provides for design services to be performed for the road rehabilitation of M-106 (Cooper Street) from Rosehill Road to south of Elliot Road, Jackson County (CS 38051 - JN 84026C). The authorization term remains unchanged, October 19, 2006, through September 19, 2009. The revised authorization amount will be \$246,263.31. The contract term is September 20, 2006, through September 19, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: Drainage problems have been discovered within the project limits. The revised scope of work will provide for the consultant to determine the feasibility of an alternative storm sewer outlet. The timely completion of the additional work is critical to the project. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional design services, including additional survey work, a geotechnical investigation, and plan revisions for an alternative storm sewer outlet west of M-106 to the Grand River, Jackson County.

Benefit: This project will contribute to the preservation of the M-106 corridor in accordance with the University Region's strategy for improving the existing system. By managing its portion of the network, the Region will strive to meet statewide condition goals. In addition, an ongoing drainage issue will be corrected with the new storm sewer outlet to the Grand River.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: It is critical to the University Region's corridor preservation program that this portion of the M-106 corridor be rehabilitated according to the current Five Year Plan. If this revision is not approved, the Region's strategy to improve the existing system and meet statewide condition goals will be in jeopardy.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49201.

19. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2007-0460) between MDOT and Soil and Materials Engineers, Inc., will provide for as-needed inspection and testing services to be performed for the Bay Region for quality assurance (QA) testing and hot mix asphalt (HMA) work, and for the Traveling Mix Inspector (TMI) at various locations throughout the 13 counties in the Bay Region. The work items include project administration, HMA inspection, QA testing, and the preparation and documentation of project records. The authorization will be in effect from the date of award through March 26, 2010. The authorization amount will be \$495,341.74. The contract term is March 27, 2007, through March 26, 2010. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The HMA needs to be tested before it can be placed so that MDOT can be assured that it meets specification requirements to ensure that FHWA funding is not jeopardized.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for the Bay Region for QA testing and HMA work and for the TMI at various locations throughout the 13 counties in the Bay Region.

Benefit: Will provide for the performance of inspection and testing services to produce a long lasting and high quality product that meets specifications and improves the quality of life for MDOT customers.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services were not provided, the HMA work would not have needed oversight, and federal funding would be in jeopardy.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48601.

20. HIGHWAYS - IDS Engineering Services

Authorization (Z18) under Contract (2007-0461) between MDOT and Tyme Engineering, Inc., will provide for construction inspection and testing services to be performed for various projects in Macomb County on an as-needed basis. The services will include bituminous pavement inspection, Portland cement inspection, and density inspection. The authorization will be in effect from the date of award through March 22, 2010. The authorization amount will be \$349,995.16. The contract term is March 23, 2007, through March 22, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Construction projects will begin in April and May. Additional construction technicians are needed to oversee the construction contracts. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for construction inspection and testing services to be performed for various projects in Macomb County on an as-needed basis. These services will support the delivery of MDOT capital outlay programs in a timely manner.

Benefit: Will provide for construction inspection and testing services required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide the services could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

21. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z5/R1) under Contract (2007-0588) between MDOT and Bergmann Associates, Inc., will provide for the performance of additional as-needed design services during construction and will increase the authorization amount by \$219,812.49. The original authorization provides for the performance of as-needed design services during construction for the Farm Lane underpass project from Mt. Hope Road to Wilson Road on the Michigan State University campus (CS 33010 – JN 087316A). The authorization term remains unchanged, September 11, 2007, through June 18, 2010. The revised authorization amount will be \$268,752.03. The contract term is June 19, 2007, through June 18, 2010. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The as-needed design services during construction must be provided throughout the construction of the project to ensure a high quality product. As a result, this revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional as-needed design services during construction for the Farm Lane underpass project from Mt. Hope Road to Wilson Road on the Michigan State University campus.

Benefit: Will provide for the continuation of as-needed design services during construction, including the resolution of any unforeseen construction issues for this complex construction project.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

* Denotes a non-standard contract/amendment

Risk Assessment: If this revision is not approved and the services are not completed, the project could be compromised.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48825.

22. HIGHWAYS - IDS Engineering Services

Authorization (Z22) under Contract (2007-0801) between MDOT and URS Corporation Great Lakes will provide for Intelligent Transportation System (ITS) design services for the I-96 corridor from the city of Brighton to the Oakland county line in Livingston County (CS 84916 - JN 88138). The project is important to meet the MDOT ITS strategic goal of creating a seamless ITS system across the state. Once the project is implemented, the I-96 corridor will have a continuous system from the city of Detroit to the city of Brighton. Project components include dynamic message signs, closed circuit television cameras, vehicle detectors, and a communications system. The authorization will be in effect from the date of award through September 30, 2010. The authorization amount will be \$274,314.98. The contract term is from October 1, 2007, through September 30, 2010. Source of Funds: 81.15% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: Responsible management of the I-96 corridor and the safety of the public make this project critical. This project will increase the systems operations and maintain mobility across the transportation network, reducing congestion and increasing safety along the corridor. In addition to the long-term benefits, this project will aid in construction management for the 2009 I-96 project in this area. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for ITS design services for the I-96 corridor from the city of Brighton to the Oakland county line in Livingston County. The project is important to meet the MDOT ITS strategic goal of creating a seamless ITS system across the state. Once the project is implemented, the I-96 corridor will have a continuous system from the city of Detroit to the city of Brighton. Project components include dynamic message signs, closed circuit television cameras, vehicle detectors, and a communications system.

Benefit: Will reduce congestion and increase safety. This approach is very cost effective and efficient for MDOT.

Funding Source: 81.15% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If these services are not approved, an opportunity will be lost to reduce congestion and increase safety, and urgent MDOT needs will not be met effectively or efficiently.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48116.

23. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2008-0086) between MDOT and Professional Service Industries, Inc., will provide for as-needed inspection and testing services to be performed for the Bay Region for quality assurance (QA) testing, and hot mix asphalt (HMA) work and for the Traveling Mix Inspector (TMI) at various locations throughout the 13 counties in the Bay Region. The work items include project administration, HMA inspection, QA testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through January 21, 2011. The authorization amount will be \$373,199.56. The contract term is January 22, 2008, through January 21, 2011. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The HMA needs to be tested before it can be placed so that MDOT can be assured that it meets specification requirements to ensure that FHWA funding is not jeopardized.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for the Bay Region for QA testing, and HMA work, and for the TMI at various locations throughout the 13 counties in the Bay Region.

Benefit: Will provide for the performance of inspection and testing services to produce a long lasting and high quality product that meets specifications and improves the quality of life for MDOT customers.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services were not provided, the HMA work would not have needed oversight, and federal funding would be in jeopardy.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48601.

24. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2008-0131) between MDOT and Great Lakes Engineering Group, LLC, will provide for the performance of as-needed in-depth bridge inspections for structures located throughout the University Region in accordance with the requirements of the National Bridge Inspection Standards (NBIS) (CS 84916 - JN 1021650). The work items include site inspection and report preparation. The authorization will be in effect from the date of award through February 5, 2011. The authorization amount will be \$143,030.07. The contract term is February 6, 2008, through February 5, 2011. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% State Restricted Trunkline Funds.

Criticality: In accordance with state and federal law, each bridge under MDOT jurisdiction must be inspected in accordance with the FHWA NBIS. During regular inspections, deficiencies are found that require comprehensive in-depth investigations to be performed. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of as-needed in-depth bridge inspections for structures located throughout the University Region in accordance with the requirements of the NBIS.

Benefit: Will provide details of any existing deficiencies, as required by federal law, to help determine the best design solutions, which will result in high quality products. The services will ensure that requirements are met to satisfy state and federal guidelines for bridge safety inspections.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the project may not have adequate safety inspection, which could result in bridge deterioration and failure. Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49201.

25. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2008-0143) between MDOT and Materials Testing Consultants, Inc., will provide for as-needed geotechnical investigation services to be performed for various projects in the Grand Region. The work items include pavement coring/soil boring, geotechnical investigation, soil classification, gradation analysis, and preparation of test reports. The authorization will be in effect from the date of award through February 20, 2011. The authorization amount will be \$110,157.07. The contract term is February 20, 2008, through February 20, 2011. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Geotechnical information provides input for the design of roadways and pavements. It is essential that geotechnical service contracts are in place to ensure that data can be collected in a timely manner to facilitate design schedules. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for as-needed geotechnical investigation services to be performed for various projects in the Grand Region.

Benefit: Will provide for testing services that are required by federal law to be performed on construction contract work, which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current MDOT standards.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the project may not have adequate inspection and testing, which could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on these highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49504.

26. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2008-0161) between MDOT and Otwell Mawby Geotechnical, P.C., will provide for as-needed inspection and testing services to be performed in the Traverse City Transportation Service Center (TSC) service area in the North Region. The work includes inspection and testing services for road construction and bridge rehabilitation work. The authorization will be in effect from the date of award through March 3, 2011. The authorization amount will be \$230,976.56. The contract term is March 4, 2008, through March 3, 2011. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The inspection and testing services are critical to the success of the road construction and bridge rehabilitation projects within the Traverse City TSC service area and are required by federal law. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for as-needed consultant construction inspection and testing services to be performed in the Traverse City TSC service area, North Region.

Benefit: This authorization will provide for inspection and testing services to be performed that are required by federal law for the construction contract work, which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current MDOT standards.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not performed, federal funding may be lost and the project will lack adequate inspection and testing, which could result in substandard work.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: These projects are rehabilitation of existing roadways.

Zip Code: 49684.

27. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2008-0168) between MDOT and HNTB Michigan, Inc., will provide for construction inspection and testing services to be performed in the Port Huron Transportation Service Center (TSC) service area on an as-needed basis. The work items include inspection, quality control testing and reporting, documentation of quantities, reporting, record-keeping, and finalizing all project documentation. The authorization will be in effect from the date of award through March 3, 2011. The authorization amount will be \$998,933.78. The contract term is March 4, 2008, through March 3, 2011. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Inspection and testing services are required during construction by federal law and are required to meet the demands of the projects on time. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for construction inspection and testing services to be performed in the Port Huron TSC service area on an as-needed basis.

Benefit: Will provide for services to be performed on construction projects as required by federal law, which will result in a high quality product that meets federal and state standards.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not performed, the projects will lack adequate inspection and testing, which could result in substandard work and the loss of federal funds.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48060.

28. *HIGHWAYS – Design and Installation of Video Wall for Intelligent Transportation System
Contract (2008-0178) between MDOT and Motor City Electric Technologies, Inc., will provide for design and installation services to be performed for the replacement of the video wall system at the Michigan Intelligent Transportation System (MITS) Center in the city of Detroit, Wayne County (CS 84917 - JN 59195). The consultant will design, furnish, install, and integrate the replacement video wall system, incidental wiring and cabling, and the auxiliary center system. The contract will be in effect from the date of award through January 31, 2014. The contract amount will be \$1,983,160.34. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The Intelligent Transportation System (ITS) network must be maintained to provide public safety. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for design and installation services to be performed for the replacement of the video wall system at the MITS Center in the city of Detroit, Wayne County. The MITS Center is the main hub of the system. The video wall allows multiple images to be viewed in one place to monitor many different areas of the freeway system at once.

Benefit: The data provided by this equipment will allow staff to provide motorists with real-time congestion and travel time information and will improve incident management capabilities.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the MITS Center cannot be maintained, the level of service to the public cannot be maintained. Congestion, increased travel times, and reduced incident management capabilities would result as the area continues to grow.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

29. *HIGHWAYS – Construction Engineering Services
Contract (2008-0191) between MDOT and HNTB Michigan, Inc., will provide for construction engineering services to be performed for the reconstruction of I-75 from south of South Huron River Drive to Gibraltar Road in the cities of South Rockwood, Rockwood, and Flat Rock and in the townships of Berlin and Brownstown, Wayne and Monroe Counties. The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation and documentation of quantities, reporting and record-keeping, and assisting in the close-out of project documentation. The contract will be in effect from the date of award through September 10, 2010. The contract amount will be \$5,250,492.44. Source of Funds: 88.8% Federal Highway Administration (FHWA) Funds, 11.12% State Restricted Trunkline Funds, and .08% Local Funds.

Criticality: Proper construction engineering oversight is critical to ensure that projects are constructed according to MDOT plans and specifications and in a timely and cost effective manner. This project is on an expedited schedule. With the lead time for delivery of structural steel bridge beams expected to be 180 days, it is necessary that this contract be awarded shortly after the April 4, 2008, letting or MDOT will risk paying for winterization when bridge decks are poured during the winter months. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for construction engineering services to be performed for ten miles of freeway reconstruction and rehabilitation along I-75, including the demolition and reconstruction of five bridges and three culverts. This section of I-75 is in immediate need of reconstruction due to its poor condition.

* Denotes a non-standard contract/amendment

Benefit: Will provide for adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The construction project is being coordinated with the closing of I-75 to the north for the Gateway Project to minimize traffic impacts.

Funding Source: 88.8% Federal Highway Administration Funds, 11.12% State Restricted Trunkline Funds, and .08% Local Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this contract is not approved, the project may not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work.

Cost Reduction: Cost in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48134, 48173.

30. HIGHWAYS - IDS Engineering Services

Contract (2008-0202) between MDOT and R.W. Armstrong & Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

31. HIGHWAYS - IDS Engineering Services

Contract (2008-0204) between MDOT and Wightman & Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

32. HIGHWAYS - IDS Engineering Services

Contract (2008-0206) between MDOT and The Corradino Group of Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

33. HIGHWAYS - IDS Engineering Services

Contract (2008-0208) between MDOT and Consulting Engineering Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

* Denotes a non-standard contract/amendment

34. HIGHWAYS - IDS Engineering Services

Contract (2008-0210) between MDOT and Mead & Hunt, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

35. HIGHWAYS - IDS Engineering Services

Contract (2008-0212) between MDOT and Kraft Engineering & Surveying, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

36. HIGHWAYS – Participation in Trunkline Construction Contract

Contract (2008-5024) between MDOT and AT&T will provide for participation in the following improvements:

Sanitary sewer work required to avoid conflicts with AT&T utility conduit and sanitary sewer along Highway M-36 (Cedar Street) between Columbia Street and Ash Street, including additional design work, in the city of Mason.

Estimated Funds:

State Restricted Trunkline Funds	\$ 0
AT&T Funds	<u>\$189,400</u>
Total Funds	<u>\$189,400</u>

EBSL 33021 – 75189; Ingham County
Utility Work

Criticality: Delaying this contract would delay progress on an MDOT sanitary sewer relocation project in Mason that was let in September 2007.

Purpose/Business Case: This contract will allow MDOT to perform its sanitary sewer relocation project while saving AT&T from costly relocations due to utility conflicts.

Benefit: This contract will allow the MDOT sanitary sewer construction project to commence without costly delays.

Funding Source: AT&T funds.

Commitment Level: 100% AT&T; based on estimate.

Risk Assessment: Contract required in order for MDOT to bill AT&T for its share of the cost.

Cost Reduction: Negotiated price with design consultant and contractor.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48854.

37. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2008-5109) between MDOT and the St. Joseph County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Anderson Road from Highway US-131 to Blue School Road and along Blue School Road from Anderson Road to Indian Prairie Road.

Transportation Economic Development Category A projects require a minimum 20 percent local match. The local match on this project is estimated to be \$70,122, which is met in part by the \$46,512 shown below. The remaining match will be met through local agency participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering. This contract is for the construction portion only of this Transportation Economic Development project.

Estimated Funds:

State Restricted TED Funds	\$280,488
St. Joseph County Road Commission Funds	<u>\$ 46,512</u>
Total Funds	<u>\$327,000</u>

EDA 78522 - 102564

Local Letting

Criticality: Public Act 231 provides for the use of Transportation Economic Development Funds to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. These funds are being used in conjunction with this project to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities. Delaying this project could adversely affect Michigan's economy.

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and St. Joseph County Road Commission Funds.

Commitment Level: 86% state up to \$280,488 and the balance by the St. Joseph County Road Commission; based on estimate.

Risk Assessment: Without this contract, there would be a possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49099.

38. HIGHWAYS – Engineering Services for Trunkline Railroad Construction Contract
Contract (2008-5145) between MDOT and the Michigan Transit Museum will set forth the parties' responsibilities in the performance of engineering services for the addition of safety enhancements at the crossing of the Michigan Transit Museum railroad tracks with Highway M-3 in Mount Clemens County, Michigan.

Estimated Funds:

State Restricted Trunkline Funds	\$118,911
Michigan Transit Museum Funds	<u>\$ 0</u>
Total Funds	<u>\$118,911</u>

MRR 50051-88488; Macomb County
Railroad Force Account

Criticality: Delaying this contract would hinder the addition of safety enhancements at the Michigan Transit Museum at the Selfridge Air National Guard Base.

Purpose/Business Case: To provide for engineering review services necessary to construct the crossing improvement project.

Benefit: Will facilitate the construction improvements at this at-grade crossing.

Funding Source: State Trunkline Funds.

Commitment Level: 100% state; based on estimate.

Risk Assessment: Without this contract, the Michigan Transit Museum could not receive the reimbursement for which it is entitled under Title 23 CFR, Part 646.

Cost Reduction: Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: Improvements to an existing railroad crossing.

Zip Code: 48046.

39.-43. HIGHWAYS – Local Jobs Today Program Loans

The Local Jobs Today (LJT) Program is a state loan program intended to assist county road commissions (CRC), cities, and villages in financing transportation infrastructure improvements through projects approved for LJT matching grant funds. The LJT Program loan amount is equivalent to the estimated federal funding applicable to a project that is not currently available. When such federal funding is converted from “advance construction” to regular federal aid, this federal funding will be applied to any outstanding principal balance of the LJT loan. The loan will allow local agencies to proceed with the construction of their LJT-approved projects. The interest rate on each loan is 4 percent annually. The loan contracts will be in effect from the dates of award through either September 30, 2009, or September 30, 2010, depending on the expected date of availability of future federal aid. The projects listed below were scheduled for fiscal years during or after the fiscal year beginning October 1, 2008, and are being advanced to the fiscal year that began October 1, 2007.

	<u>Contract</u>	<u>Job #</u>	<u>Agency</u>	<u>Description</u>	<u>LJT Loan</u>
39.	2008-8118	89440	Otsego CRC	Hot mix asphalt reconstruction work along Highway I-75 from approximately 2100 feet north of the Highway I-75 business loop to approximately 1800 feet south of Highway M-32	\$1,740,000
40.	2008-8122	89461	Kalamazoo CRC	Reconstruction work along Mosel Avenue from North Westnedge Avenue to the Kalamazoo River	\$1,101,100
41.	2008-8128	51764	Montmorency CRC	Hot mix asphalt resurfacing work along County Road 612 from Fish Lab Road to County Road 487	\$ 572,900
42.	2008-8128	51830	Montmorency CRC	Hot mix asphalt resurfacing work along County Road 612 from Ann Arbor Road to Fish Lab Road	\$ 397,600
43.	2008-8129	77961	Montmorency CRC	Reconstruction work along County Road 487 from County Road 489 to Highway M-32	\$ 360,357

Criticality: These loans are offered under the LJT Program, which is part of a comprehensive economic plan to create jobs and stimulate Michigan’s economy, and are necessary for the local agencies to finance the associated construction of these transportation projects. Delaying these loans would delay the construction of these projects, thereby adversely affecting the goal of the LJT Program to stimulate the state’s economy.

Purpose/Business Case: To financially assist in roadway improvements under the LJT Program.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State LJT loan funds.

Commitment Level: Draws from each loan are limited to a maximum amount based on the estimated amount of federal funding applicable to the project that is not currently available.

Risk Assessment: Without these loan contracts, the projects approved for LJT matching grant funds may not be able to be built.

* Denotes a non-standard contract/amendment

Cost Reduction: Each loan will cover only costs for which the current estimated federal funding applicable to the project is not available.
Selection: N/A.
New Project Identification: Improvement of existing roadways.
Zip Code: 48909.

44. HIGHWAYS – Memorandum of Agreement

Memorandum of Agreement (2008-9000) between MDOT and the U.S. Fish and Wildlife Service (USFW) will provide for the transfer of federal funds from the Federal Highway Administration (FHWA) to the USFW for the following improvements:

Construction of roads and trails along the Humbug Marsh Unit that link to the Greenways System, a part of the Detroit International Wildlife Refuge in Wayne County, Michigan.

Estimated Funds:

Federal Highway Administration Funds	\$765,600
U.S. Fish and Wildlife Service Funds	<u>\$176,500</u>
Total Funds	<u>\$942,100</u>

Wayne County
Letting by USFW

Criticality: This project is a phase of an overall regional project for the construction of improvements along the Humbug Marsh Unit of the Detroit International Wildlife Refuge. Delaying approval of this agreement would delay completion of the regional project.

Purpose/Business Case: This fund transfer allows USFW to complete a critical phase of improvements in the Humbug Marsh Unit, a part of the Detroit International Wildlife Refuge. This agreement is required so that MDOT may request a transfer of federal funds from FHWA to the USFW in accordance with FHWA regulations.

Benefit: This fund transfer allows USFW to proceed with construction of the improvements to the Detroit International Wildlife Refuge.

Funding Source: 80% FHWA Funds and 20% USFW Funds as provided by the Humbug Marsh Unit.

Commitment Level: Combination of earmarked FHWA Funds and matching funds provided to USFW by the Humbug Marsh Unit.

Risk Assessment: The agreement is required in order for FHWA to complete the transfer of federally earmarked funds. Without this agreement, USFW cannot receive these federal funds

Selection: Low bid.

Cost Reduction: Low bid

New Project Identification: This is a new project.

Zip Code: 48138.

45. HIGHWAYS (Real Estate) - IDS Real Estate Services

Contract (2008-0214) between MDOT and White Pine Land Company will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

46. PASSENGER TRANSPORTATION - Rural Transportation Assistance Program
Project Authorization Revision (Z3/R1) under Master Agreement (2007-0420) between MDOT and the Michigan Public Transit Association (MPTA), in Ingham County, will add \$7,705 in federal funds to provide for additional training. The original authorization provided Federal Rural Transit Assistance Program (RTAP) funds to administer the program on behalf of MDOT for fiscal year 2008. The program is 100 percent federally funded and provides grants/scholarships for training opportunities and materials to transit operators in nonurbanized areas. The authorization term remains unchanged, October 1, 2007, through September 30, 2008. The revised authorization amount will be \$117,705. The term of the master agreement is from March 30, 2007, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$117,705.

Criticality: This project is critical to continue providing safety training to transit personnel and providing them with the most up-to-date safety techniques. RTAP funds enable transit personnel to receive training such as dealing with unruly passengers, first aid, vehicle maintenance, Americans with Disabilities Act requirements, liabilities, wheelchair securements, policies, and mental health clients. Each of these safety sensitive training items is extremely important and critical to transit agencies.

Purpose/Business Case: To provide additional funds to MPTA to continue to administer the RTAP program and provide for additional training opportunities and materials to transit operators in nonurbanized areas.

Benefit: Improved transportation services.

Funding Source: FTA Funds - \$117,705.

Commitment Level: Authorization amount is based on available federal funds.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Authorization amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

SUBCONTRACTS

47.	Central Asphalt, Inc.	Low Bid:	\$ 47,500
	900 S. Bradley Street	Engineer's Estimate:	\$ 52,000
	Mt. Pleasant, MI 48631	Over/Under:	- 8.70%

Description of Work: Hot Mix Asphalt Repair at Rest Area

Approval is requested to authorize the Gratiot County Road Commission to award a subcontract for hot mix asphalt repairs at the Ithaca Rest Area on northbound US-127 in Gratiot County. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the parking lot will continue to deteriorate, which could result in an increased chance of accidents. The surface of this parking lot is in poor condition and deteriorating quickly.

Purpose/Business Case: To provide for coldmilling, butt joint removal, sidewalk removal, and hot mix asphalt overlay of parking areas at the rest area.

Benefit: The services will provide for safer parking areas.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If the work is not performed, the parking lot could become hazardous.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48858.

BID LETTING

STATE PROJECTS

48. LETTING OF APRIL 04, 2008
PROPOSAL 0804001
PROJECT IM 11017-60466
LOCAL AGRMT.
START DATE - MAY 05, 2008
COMPLETION DATE - MAY 01, 2009

ENG. EST.
\$ 8,264,610.38

LOW BID
\$ 6,939,458.72

% OVER/UNDER EST.
-16.03 %

2.58 mi of concrete reconstruction, concrete shoulders, median barrier, drainage improvements and guardrail modifications on I-94 eastbound from east of I-196 northwesterly to west of Friday Road, Berrien County. This project includes a 5 year materials and workmanship pavement warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Interstate Highway Construction	\$ 6,939,458.72	Same	1 **
Kamminga & Roodvoets/Ajax Paving	\$ 7,074,765.79	Same	2
Six-S, Inc.	\$ 7,290,288.23	Same	3
John Carlo, Inc.	\$ 8,502,060.57	Same	4
Diversco Construction Company Inc.			
Florence Cement Company			

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

60466A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49038.

49.	LETTING OF APRIL 04, 2008 PROPOSAL 0804002 PROJECT IM 82191-55663, ETC LOCAL AGRMT. 08-5023 START DATE - 10 days after award COMPLETION DATE - SEPTEMBER 20, 2010	ENG. EST. \$ 59,685,872.76	LOW BID \$ 52,782,820.14 % OVER/UNDER EST. -11.57 %
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10.06 mi of freeway reconstruction including pavement and shoulder removal and replacement, ramps, storm sewer reconstruction, sign and pavement marking upgrades, bridge approach work and reconstruction of 5 bridges, and concrete repair on northbound and southbound I-75 from I-275 to Gibraltar Road in the village of South Rockwood, cities of Rockwood and Flat Rock, Wayne and Monroe Counties. This project includes a 5 year materials and workmanship pavement warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 52,782,820.14	Same	1 **
Walter Toebe Construction Co/Six-S	\$ 53,624,708.21	Same	2
Posen Construction, Inc.	\$ 54,839,712.62	Same	3
Ajax Paving Industries, Inc.			
Angelo Iafrate Construction Company			
C. A. Hull Co., Inc.			
John Carlo, Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is comprised of a combination of supported programs. The Road and Bridge Preservation Program, The Congestion Mitigation and Air Quality (CMAQ) Program, The Transportation Enhancement Program, and The Capital Preventive Maintenance program. The Road and Bridge Preservation Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition. The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter (PM) non-attainment and maintenance areas. The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads. The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The treatments are expected to delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments. Allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

100034A		
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	10.00 %
55663A		
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	10.00 %
59585A		
	Federal Highway Administration Funds	80.00 %
	State Restricted Trunkline Funds	20.00 %
79767A		
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	10.00 %
88074A		
	Federal Highway Administration Funds	80.00 %
	State Restricted Trunkline Funds	20.00 %
88868A		
	Federal Highway Administration Funds	80.00 %
	(Transportation Enhancement Funds)	
	City of Rockwood	8.18 %
	State Restricted Trunkline Funds	11.82 %
89498A		
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to the existing

surface conditions. Deterioration of the existing State trunkline network and bridges causing safety concerns. Loss of federal funds and continued non-attainment in air quality.

Cost Reduction: Lower vehicle maintenance and reduced roadway maintenance costs. Less congestion. Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Replacement, reconstruction and upgrades.

Zip Code: 48179.

50. LETTING OF APRIL 04, 2008
 PROPOSAL 0804062
 PROJECT NH 66031-75462
 LOCAL AGRMT.
 START DATE - MAY 19, 2008
 COMPLETION DATE - OCTOBER 01, 2008

ENG. EST.	LOW BID
\$ 5,271,189.71	\$ 4,713,236.59
	% OVER/UNDER EST.
	-10.59 %

14.32 mi of hot mix asphalt base crushing and shaping, overlay and paving, storm sewer and drainage improvements, guardrail, and concrete curb and gutter on US-45 from the Gogebic and Ontonagon County line northerly to M-28, Ontonagon County. This project includes two 5 year materials and workmanship pavement warranties.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 4,713,236.59	Same	1 **
Mathy Construction Company	\$ 4,803,193.09	Same	2
Bacco Construction Company	\$ 5,388,042.46	Same	3

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

75462A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49912.

51. LETTING OF APRIL 04, 2008 ENG. EST. LOW BID
 PROPOSAL 0804063 \$ 1,887,585.11 \$ 1,593,945.00
 PROJECT STE 73999-87334
 LOCAL AGRMT. 07-5728 % OVER/UNDER EST.
 START DATE - MAY 12, 2008
 COMPLETION DATE - SEPTEMBER 19, 2010 -15.56 %

9.54 mi of hot mix asphalt surfacing, bridge deck rehabilitation, signing, pavement markings, installation of site furnishings and construction of a parking area on the Rail America Harger Line right-of-way from Towerline Road to M-15 in Denmark Township, Tuscola County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Novak Construction	\$ 1,593,945.00	Same	1 **
L.J. Construction, Inc.	\$ 1,687,869.00	Same	2
Lois Kay Contracting Co.	\$ 1,689,451.63	Same	3
Saginaw Asphalt Paving Company	\$ 1,724,901.10	Same	4
Tri-Valley Landscaping, Inc.	\$ 1,737,483.80	Same	5
Champagne and Marx Excavating, Inc.	\$ 1,760,283.30	Same	6
Geiersbach Construction, Inc.	\$ 1,764,346.50	Same	7
CRS/Shaw Contracting Co.	\$ 1,791,717.57	Same	8
Zito Construction Co.	\$ 1,910,992.00	Same	9
M & M Excavating Co., Inc.	\$ 1,921,471.00	Same	10
Rohde Brothers Excavating, Inc.	\$ 1,932,602.00	Same	11
Fisher Contracting Company	\$ 2,224,695.00	Same	12
Lee Wood Contracting, Inc.			
Marlette Excavating Company			
Posen Construction, Inc.			
3-S Construction, Inc.			
Pyramid Paving & Contracting Co.			
Wooten Contracting Co.			

12 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan."

Purpose/Business Case: The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

87334A

Federal Highway Administration Funds (Transportation Enhancement Funds)	80.00 %
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State Restricted Trunkline Funds	20.00 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Resurfacing, rehabilitation and new construction.

Zip Code: 48601.

52. LETTING OF APRIL 04, 2008
 PROPOSAL 0804065
 PROJECT EBSL 41900-87662
 LOCAL AGRMT.
 START DATE - MAY 05, 2008
 COMPLETION DATE - DECEMBER 12, 2008

ENG. EST.
 \$ 879,135.81

LOW BID
 \$ 874,486.67

% OVER/UNDER EST.
 -0.53 %

11.50 mi of dynamic message sign repair, new dynamic message sign, guardrail, installation of traffic surveillance cameras, conduit, fiber optic cable, and communications infrastructure on US-131 from 36th Street northerly to south of West River Drive, on eastbound I-96 west of Peachridge Avenue, on US-131 at Wealthy Avenue and at I-296, on I-96 at Plainfield Avenue and at East Beltline Avenue, and on I-196 at Jackson Street in the cities of Grand Rapids, Walker, and Wyoming, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 874,486.67	Same	1 **
Trans Tech Electric, L.P.	\$ 923,721.00	Same	2
Motor City Electric Utilities Co.	\$ 960,871.95	Same	3
Rauhorn Electric, Inc.	\$ 1,322,845.25	Same	4
Strain Electric Company			
Allstate Electric, Inc.			
Metropolitan Power & Lighting, Inc.			
Windemuller Electric, Inc.			
DVT Electric, Inc			
J R Howell Airport Lighting LLC			

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The proposed project includes the construction of two Dynamic Message Signs.

Benefit: The construction of this project will provide safer and improved traffic flow. The ability to provide the public timely traffic information allows for better decisions and therefore improved traffic flow.

Funding Source:

87662A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The relationships with the motoring public area may be compromised. They are anticipating the completion of this project as announced to support the economics of the area.

Zip Code: 49504.

A 2008 highway preventive maintenance project.

Page 35 of 68

Zip Code: 49001.

Zip Code: 49660.

1.31 mi of reinforced concrete pavement joint repairs on southbound I-75 from the bridge over the C & O Railroad northerly to the south abutment of the Zilwaukee bridge and from the north abutment of the Zilwaukee bridge northerly to the I-675 bridge over I-75 in the city of Zilwaukee, Saginaw County.

5 Bidders

Zip Code: 48601.

LOCAL PROJECTS

56.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804003	\$ 4,860,915.25	\$ 3,685,586.47
	PROJECT STU 41401-102249		
	LOCAL AGRMT. 08-5076		% OVER/UNDER EST.
	START DATE - MAY 12, 2008		
	COMPLETION DATE - SEPTEMBER 30, 2011		-24.18 %

0.29 mi of hot mix asphalt and concrete pavement reconstruction including storm sewer, concrete curb and gutter, sidewalk, watermain, sanitary sewer, street lighting, landscape, and pavement markings in the city of Grand Rapids, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Nagel Construction, Inc.	\$ 3,685,586.47	Same	1 **
Kamminga & Roodvoets, Inc.	\$ 3,762,205.30	Same	2
Wyoming Excavators, Inc.	\$ 3,773,422.40	\$ 3,774,772.15	3
Diversco Construction Company Inc	\$ 4,222,200.84	Same	4
Schippers Excavating, Inc.	\$ 5,020,095.75	Same	5
Bultema Brothers Road Contractors			
Milbocker and Sons, Inc.			
Sunset Excavating, Inc.			
Georgetown Construction Company			
Dykema Excavators, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102249A

Federal Highway Administration Funds	32.05 %
City of Grand Rapids	59.94 %
State Restricted Trunkline Funds	8.01 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49507.

57.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804012	\$ 1,915,790.00	\$ 1,708,138.29
	PROJECT EDDF 70555-90150, ETC		
	LOCAL AGRMT. 08-5080		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 27, 2008		-10.84 %

7.79 mi of hot mix asphalt resurfacing with minor widening, aggregate shoulders, and pavement marking on 8th Avenue from Hayes Street northerly to Wilson Street and on Wilson Street from 56th Avenue easterly to 40th Avenue, Ottawa County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 1,708,138.29	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 1,782,629.01	Same	2
Aggregate Industries-Central Region	\$ 1,934,973.25	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

90150A	
Ottawa County	52.00 %
Federal Highway Administration Funds	32.00 %
State Restricted Trunkline Funds	16.00 %
90152A	
Ottawa County	30.00 %
Federal Highway Administration Funds	46.00 %
State Restricted Trunkline Funds	24.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49435.

58. LETTING OF APRIL 04, 2008
 PROPOSAL 0804014
 PROJECT EDDF 58555-102083
 LOCAL AGRMT. 08-5068
 START DATE - MAY 12, 2008
 COMPLETION DATE - OCTOBER 10, 2008

ENG. EST.	LOW BID
\$ 1,190,472.00	\$ 1,099,992.77
	% OVER/UNDER EST.
	-7.60 %

0.99 mi of hot mix asphalt road resurfacing with minor widening, cold milling, wingwall construction, guardrail upgrading, and drainage improvements on Sumpter Road from Colf Road northerly to Oakville Waltz Road, Monroe County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Barrett Paving Materials, Inc.	\$ 1,099,992.77	Same	1 **
Cadillac Asphalt, LLC.	\$ 1,100,194.03	Same	2
Ajax Paving Industries, Inc.	\$ 1,253,203.95	Same	3
Gerken Paving, Inc.	\$ 1,328,447.02	Same	4

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102083A

Monroe County	13.00 %
Federal Highway Administration Funds	50.00 %
State Restricted Trunkline Funds	37.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48117.

59. LETTING OF APRIL 04, 2008
 PROPOSAL 0804026
 PROJECT STUL 62485-88365
 LOCAL AGRMT. 08-5045
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 20, 2008

ENG. EST.
 \$ 530,852.50

LOW BID
 \$ 373,142.54

% OVER/UNDER EST.
 -29.71 %

1.03 mi of crushing and shaping existing hot mix asphalt pavement, shoulder widening, drainage improvements, clearing, hot mix asphalt paving, and pavement markings on Green Avenue from 64th Street to 72nd Street in Sheridan Township, Newaygo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hallack Contracting, Inc.	\$ 373,142.54	Same	1 **
D.J. McQuestion & Sons, Inc.	\$ 398,854.75	Same	2
Wadel Stabilization, Inc.	\$ 430,352.33	Same	3
Milbocker and Sons, Inc.	\$ 449,997.25	Same	4
Omans Contracting, Inc.			
Michigan Paving & Materials Co.			
Rieth-Riley Construction Co., Inc.			
Kamminga & Roodvoets, Inc.			
Aggregate Industries-Central Region			
L.J. Construction, Inc.			
Schippers Excavating, Inc.			
Nashville Construction Company			
Dean's Landscaping & Excavating			
Brenner Excavating, Inc.			
CJ's Excavating Septic Service			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

88365A	
Newaygo County	18.15 %
Federal Highway Administration Funds	81.85 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49412.

60. LETTING OF APRIL 04, 2008
 PROPOSAL 0804032
 PROJECT STU 41401-102612
 LOCAL AGRMT. 08-5041
 START DATE - MAY 05, 2008
 COMPLETION DATE - JUNE 05, 2009

ENG. EST.	LOW BID
\$ 1,661,071.50	\$ 1,495,176.84
% OVER/UNDER EST.	
	-9.99 %

0.24 mi of hot mix asphalt road reconstruction including concrete curb, gutter, and sidewalk, drainage structures, storm and sanitary sewer, watermain, street lighting, hot mix asphalt paving, pavement markings, and landscaping on Division Avenue from Cottage Grove Street to Home Street in the city of Grand Rapids, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Nagel Construction, Inc.	\$ 1,495,176.84	Same	1 **
Milbocker and Sons, Inc.	\$ 1,526,336.34	Same	2
Bultema Brothers Road Contractors	\$ 1,537,669.89	Same	3
Wyoming Excavators, Inc.	\$ 1,578,188.00	Same	4
Kamminga & Roodvoets, Inc.	\$ 1,579,479.30	Same	5
Dykema Excavators, Inc.	\$ 1,607,198.00	Same	6
Schippers Excavating, Inc.	\$ 1,675,372.60	Same	7
Diversco Construction Company Inc.	\$ 1,755,979.90	Same	8
Georgetown Construction Company			
Rohde Brothers Excavating, Inc.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102612A

Federal Highway Administration Funds	45.91 %
City of Grand Rapids	42.61 %
State Restricted Trunkline Funds	11.48 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49507.

61. LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
PROPOSAL 0804045	\$ 225,952.10	\$ 246,209.74
PROJECT STL 55019-83429		
LOCAL AGRMT. 08-5022		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - JUNE 20, 2008		8.97 %

1.86 mi of hot mix asphalt paving, shaping, pavement marking and traffic control on River Drive and West 38th Avenue from County Road 581 southerly and easterly to County Road 577, Menominee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 246,209.74	Same	1 **
Payne & Dolan, Inc.	\$ 268,127.44	Same	2

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

83429A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49858.

62.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804049	\$ 161,490.69	\$ 117,885.15
	PROJECT STUL 77412-102597		
	LOCAL AGRMT. 08-5055		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 30, 2008		-27.00 %

0.02 mi of pavement removal, earthwork, concrete pavement, and watermain work at the Dove Road and 24th Street intersection in the city of Port Huron, St. Clair County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Snowden, Inc.	\$ 117,885.15	Same	1 **
John Carlo, Inc.	\$ 128,200.76	Same	2
Florence Cement Company	\$ 128,354.04	Same	3
Pamar Enterprises, Inc.	\$ 148,833.00	Same	4
Kelcris Corporation	\$ 154,402.78	Same	5
Eastlund Concrete Construction	\$ 164,199.43	Same	6
L Squared Construction, LLC.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102597A

Federal Highway Administration Funds	69.15 %
City of Port Huron	13.57 %
State Restricted Trunkline Funds	17.28 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48060.

63.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804050	\$ 129,910.85	\$ 84,685.26
	PROJECT SLG 05000-89479		
	LOCAL AGRMT. 08-5071		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 30, 2008		-34.81 %

430.04 mi of pavement marking at 35 locations countywide,
Antrim County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Pavement Markings LLC	\$ 84,685.26	Same	1 **
P.K. Contracting, Inc.	\$ 86,284.06	Same	2
R.S. Contracting, Inc.	\$ 89,691.00	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for pavement marking at targeted locations under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

89479A

Antrim County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 49659.

64. LETTING OF APRIL 04, 2008
 PROPOSAL 0804051
 PROJECT STU 41401-101032
 LOCAL AGRMT. 08-5039
 START DATE - MAY 05, 2008
 COMPLETION DATE - JUNE 05, 2009

ENG. EST. \$ 1,949,078.00
 LOW BID \$ 1,969,151.55
 % OVER/UNDER EST. 1.03 %

0.33 mi of concrete road reconstruction including concrete pavement, curb and gutter, drainage structures, watermain, storm sewer, street lighting, pavement markings, and landscaping in the city of Grand Rapids, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Nagel Construction, Inc.	\$ 1,969,151.55	Same	1 **
Kamminga & Roodvoets, Inc.	\$ 2,229,686.53	Same	2
Dykema Excavators, Inc.	\$ 2,284,764.32	Same	3
Diversco Construction Company Inc.	\$ 2,505,030.80	Same	4
Bultema Brothers Road Contractors			
Milbocker and Sons, Inc.			
Schippers Excavating, Inc.			
Major Cement Company			
Wyoming Excavators, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

101032A	
Federal Highway Administration Funds	44.84 %
City of Grand Rapids	43.96 %
State Restricted Trunkline Funds	11.20 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49503.

65. LETTING OF APRIL 04, 2008
 PROPOSAL 0804054
 PROJECT STU 41401-102248
 LOCAL AGRMT. 08-5090
 START DATE - MAY 05, 2008
 COMPLETION DATE - JUNE 05, 2009

ENG. EST.	LOW BID
\$ 2,884,016.60	\$ 2,370,185.50
% OVER/UNDER EST.	
-17.82 %	

0.50 mi of hot mix asphalt and concrete road reconstruction including concrete curb, gutter, and sidewalk, watermain, street lighting, drainage structures, storm sewer, hot mix asphalt paving, concrete pavement and pavement markings on Kalamazoo Avenue from Burton Street to Alger Street in the city of Grand Rapids, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Nagel Construction, Inc.	\$ 2,370,185.50	Same	1 **
Kamminga & Roodvoets, Inc.	\$ 2,441,218.66	Same	2
Wyoming Excavators, Inc.	\$ 2,448,421.20	Same	3
Bultema Brothers Road Contractors	\$ 2,470,873.46	Same	4
Dykema Excavators, Inc.	\$ 2,572,046.86	Same	5
Schippers Excavating, Inc.	\$ 2,594,662.55	Same	6
Diversco Construction Company Inc			
Milbocker and Sons, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102248A

Federal Highway Administration Funds	65.35 %
City of Grand Rapids	18.32 %
State Restricted Trunkline Funds	16.33 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49507.

66.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804072	\$ 258,687.56	\$ 245,847.04
	PROJECT STL 09074-87203		
	LOCAL AGRMT. 08-5084		% OVER/UNDER EST.
	START DATE - MAY 31, 2008		
	COMPLETION DATE - AUGUST 31, 2008		-4.96 %

0.26 mi of hot mix asphalt road reconstruction, cold milling, concrete curb, gutter and sidewalk, flashing beacon, and pavement marking on Fifth Street from the west city limits of Pinconning easterly to M-13, Bay County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bolen Asphalt Paving, Inc.	\$ 245,847.04	Same	1 **
Lois Kay Contracting Co.	\$ 252,926.16	Same	2
Rieth-Riley Construction Co., Inc.	\$ 273,195.06	Same	3
Saginaw Asphalt Paving Company	\$ 277,564.18	Same	4
Pyramid Paving & Contracting Co.	\$ 277,936.08	Same	5
Astec Asphalt, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

87203A

Federal Highway Administration Funds	78.00 %
City of Pinconning	4.00 %
State Restricted Trunkline Funds	18.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48650.

EXTRAS

67. **Extra 2008 – 024**

Control Section/Job Number: 39024-86055 MDOT Project

State Administrative Board - This project has at least one extra that exceeds the \$100,000 limit for reviewing extras.

State Transportation Commission - This project has at least one extra that exceeds the \$250,000 limit for reviewing extras.

Contractor: Kamminga & Roodvoets, Inc.
3435 Broadmoor Avenue SE
Grand Rapids, MI 49512

Designed By: Parsons Brinckerhoff, Inc.
Engineer's Estimate: \$72,523,311.30

Description of Project:

2.61 miles of freeway reconstruction and widening, ramp reconstruction, removal of portions of existing structures, replacing abutments, piers, and superstructures, 3 new bridges, placing slope protection, drainage, soundwalls, maintaining traffic, pavement markings and signing on I-94 from west of US-131 to east of Oakland Drive in the cities of Kalamazoo and Portage, Kalamazoo County. This project includes two 5 year materials and workmanship pavement warranties.

Administrative Board Approval Date:	August 15, 2006	
Contract Date:	August 31, 2006	
Original Contract Amount:	\$67,890,986.19	
Total of Overruns/Changes (Approved to Date):	1,318,835.75	+ 1.94%
Total of Extras/Adjustments (Approved to Date):	532,389.87	+ 0.78%
Total of Negative Adjustments (Approved to Date):	(243,356.41)	-0.36%
THIS REQUEST	<u>2,941,764.00</u>	<u>+ 4.33%</u>
Revised Total	<u>\$72,440,619.40</u>	+ 6.69%

Offset Information

Total Offsets This Request	(\$2,081,720.00)	- 3.07%
Net Revised Request	860,044.00	+ 1.27%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.36% over the original budget for an **Authorized to Date Amount** of \$69,498,855.40.

Approval of this extra will place the authorized status of the contract 6.69% or \$4,549,633.21 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-102	12	\$121,313.17	08/07/07

Contract Modification Number(s): 22

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 22

Backfill, Select, VECP, MSE Wall	50,000.000 Cyd @ \$6.85/Cyd	\$342,500.00
Wire Faced MSE Wall, VECP, MSE Wall	52,000.000 Sft @ \$22.20/Sft	1,154,400.00
Styrofoam & Peastone, VECP, MSE Wall	35,000.000 Sft @ \$2.50/Sft	87,500.00
PVC Liner, VECP, MSE Wall	34,000.000 Sft @ \$1.00/Sft	34,000.00
Underdrain, Fdn, 6 inch, VECP, MSE Wall	4,000.000 Ft @ \$5.25/Ft	21,000.00
Underdrain, Outlet Ending, 6 inch, VECP, MSE Wall	18,000 Ea @ \$150.00/Ea	2,700.00
Superstructure Conc, VECP, MSE Wall	2,900.000 Cyd @ \$448.16/Cyd	1,299,664.00
Total		<u>\$2,941,764.00</u>

CM 22 Offset Information

Backfill, Structure, CIP	-27,000.000 Cyd @ \$6.00/Cyd	(\$162,000.00)
Pile, Steel, Furn and Driven, 12 inch	-24,840.000 Ft @ \$33.00/Ft	(819,720.00)
Pile, Steel, Furn and Driven, 14 inch	-25,000.000 Ft @ \$44.00/Ft	(1,100,000.00)
Total		<u>(\$2,081,720.00)</u>

Net Revised CM 22 Request **\$860,044.00**

Reason(s) for Extra(s)/Adjustment(s):

During the design phase of this project, a preliminary independent evaluation for value engineering purposes recommended for consideration that nine of the 11 bridge foundations be changed from a traditional footing/piling scheme to a Mechanically Stabilized Earth (MSE) scheme thereby resulting in substantial project savings due to the reduction in the amount of required foundation piling. This proposal was rejected by MDOT given the lack of design time and design budget to accomplish this change.

The bridge contractor awarded this project has substantial experience in building MSE wall foundations and therefore was determined capable at building a quality MSE bridge foundation. A Value Engineering Change Proposal (VECP) was submitted by the contractor, per the requirements in the supplemental specification for VECP, as contained in the project proposal. The VECP requested to change from the traditional footing/piling scheme to a MSE scheme.

It is estimated that the project savings will amount to over \$2.1 million. Once the total savings has been calculated, the contractor will be paid one-half of the total savings. Only four of the nine MSE scheme bridges have been completed to date, so the final quantities and final cost savings have yet to be determined.

The pay items for a MSE foundation were not included in the original contract resulting in the addition of seven new pay items (extras) amounting to an estimated \$2,941,764 for all nine bridges. The offsetting existing pay items have only been calculated for the four completed bridges and amounts to \$2,081,720.

The five remaining bridges will have similar savings. The reason for requesting additional funding for this contract prior to knowing the final quantities and final costs is to allow payment to the contractor for the four completed bridges utilizing the seven new pay items which are being established as part of this extra.

Concurrence was received from the Geotechnical Services Section and FHWA on the change in the bridge foundations. The costs for the extra items included on the contract modification were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and the supplemental specification for VECP. The cost was deemed reasonable as part of a VECP review.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its March 27, 2008, meeting, and is now recommended for approval by the State Administrative Board on April 1, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and providing budgetary savings as well as protecting the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 89.82%; State Restricted Trunkline, 8.99%; City of Portage, 0.96%; Village of Mattawan, 0.20%; City of Kalamazoo, 0.03%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49008, 49024.

68. **Extra 2008 - 59**

Control Section/Job Number:	63051-55659	MDOT Project
State Administrative Board -	This project has at least one extra that exceeds the \$100,000 limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Cadillac Asphalt, LLC. P O Box 87248 Canton, MI 48188	
Designed By:	Parsons Brinckerhoff Michigan, Inc.	
Engineer's Estimate:	\$14,739,695.81	

Description of Project:

8.50 miles of concrete pavement inlay reconstruction, hot mix asphalt cold milling and resurfacing, base repairs, storm sewer structures and cross leads replacement, signing, signals, lighting, and pavement markings on M-1 from Quarton Road/Big Beaver through Wide Track Loop and on M-59 from Pine Street to Mill Street in the cities of Pontiac and Bloomfield Hills, Oakland County. This project includes two 5-year material and workmanship pavement warranties.

Administrative Board Approval Date:	November 8, 2006	
Contract Date:	November 20, 2006	
Original Contract Amount:	\$13,665,978.64	
Total of Overruns/Changes (Approved to Date):	274,115.62	+ 2.01%
Total of Extras/Adjustments (Approved to Date):	666,961.12	+ 4.88%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>106,503.92</u>	<u>+ 0.78%</u>
Revised Total	<u>\$14,713,559.30</u>	+ 7.67%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.89% over the original budget for an **Authorized to Date Amount** of \$14,607,055.38.

Approval of this extra will place the authorized status of the contract 7.67% or \$1,047,580.66 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-64	2 r. 2	\$160,909.00	05/01/07
2007-78	7	\$352,580.00	06/05/07

Contract Modification Number(s): 34

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 34

Joint, Contraction, Cp	12,694.150 Ft @ \$8.39/Ft	<u>\$106,503.92</u>
Total		<u>\$106,503.92</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 34

This project includes placing both reinforced concrete pavement and non-reinforced concrete pavement. When it was designed, the project was set up with joints for reinforced concrete pavement only. The contractor was directed to install the correct joint for the non-reinforced pavement. This item was originally set up on contract modification 7 and now represents the total amount needed to date. The extra cost for Joint, Contraction, Cp was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index. This item will also have a reduction in the original bid item once the work is complete and the actual quantity can be determined.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on April 15, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 16.95%; City of Pontiac, 1.20%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item was required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48342.

69. **Extra 2008 - 060**

Control Section/Job Number: 63081-51492 MDOT Project

State Administrative Board - This project has at least one extra that exceeds the \$100,000 limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: HNTB, Inc.
Engineer's Estimate: \$54,369,193.18

Description of Project:

5.00 miles of freeway reconstruction, ramp reconstruction, service drive reconstruction, 12 bridge rehabilitations, retaining wall rehabilitation, sign replacements, freeway lighting replacement, and landscaping on M-10, Greenfield Road to Lahser Road, in the cities of Southfield and Detroit, Oakland and Wayne Counties. This project includes a 5-year materials workmanship pavement warranty, and a 2-year bridge painting warranty.

Administrative Board Approval Date:	December 12, 2006	
Contract Date:	January 12, 2007	
Original Contract Amount:	\$52,562,237.73	
Total of Overruns/Changes (Approved to Date):	1,147,420.55	+ 2.18%
Total of Extras/Adjustments (Approved to Date):	2,434,090.78	+ 4.63%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>110,239.79</u>	<u>+ 0.21%</u>
Revised Total	<u>\$56,253,988.85</u>	+ 7.02%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.81% over the original budget for an **Authorized to Date Amount** of \$56,143,749.06.

Approval of this extra will place the authorized status of the contract 7.02% or \$3,691,751.12 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-99	5, 7 r. 1	\$609,881.30	08/07/07
2007-133	18	\$170,000.00	09/18/07
2007-150	15	\$403,888.76	10/02/07
2007-152	14 r. 1	\$472,454.00	10/16/07
2007-159	29	\$190,000.00	11/06/07

Contract Modification Number(s): 46 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 46

PLD Relocation M-10 NB, M-102 Connector Force Account, Budget

\$110,239.79

Total

\$110,239.79

Reason(s) for Extra(s)/Adjustment(s):

CM 46

During construction of the M-10 and M-102 connector, an existing Detroit Public Lighting Department (PLD) encased conduit was found to be in conflict with the proposed pavement. In addition to the conduit, the existing PLD manhole roofs and D vault roofs were connected to the old existing pavement to be removed. The engineer determined that the PLD conduit system needed to be replaced, the manholes reconstructed and the D vaults replaced, and directed the contractor to complete the work. This extra will set up a budget amount to pay for the work. Once the final costs are determined, this item will be balanced to match the final amount. The extra cost for PLD Relocation M-10 NB, M102 Connector Force Account, Budget is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on April 15, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 18.71%; City of Southfield, 1.07%; City of Detroit, 0.22%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48075.

70. **Extra 2008 - 061**

Control Section/Job Number: 82111-75706 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Posen Construction, Inc.
50500 Design Lane
Shelby Twp., MI 48315

Designed By: MDOT
Engineer's Estimate: \$6,061,876.84

Description of Project:

Deck replacement and other rehabilitation on Washington Boulevard over M-10, 0.21 mi of decorative fencing and lighting in the Cobo Hall tunnel, 0.31 mi of hot mix asphalt resurfacing, streetscaping, and traffic signal work on Washington Boulevard from Larned Street to Jefferson Avenue and eastbound Jefferson Avenue from the Atwater Ramp to north of Shelby Street in the city of Detroit, Wayne County.

Administrative Board Approval Date:	December 21, 2004	
Contract Date:	January 12, 2005	
Original Contract Amount:	\$6,872,969.92	
Total of Overruns/Changes (Approved to Date):	259,839.66	+ 3.78%
Total of Extras/Adjustments (Approved to Date):	509,201.18	+ 7.41%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>4,642.50</u>	+ 0.07%
Revised Total	<u>\$7,646,653.26</u>	+ 11.26%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.19% over the original budget for an **Authorized to Date Amount** of \$7,642,010.76.

Approval of this extra will place the authorized status of the contract 11.26% or \$773,683.34 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-147	10	\$51,936.05	11/07/06
2007 - 073	12	\$49,153.20	05/15/07

Contract Modification Number(s): 14

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 14

Adjustment Contractor Staking

\$4,642.50**Total****\$4,642.50****Reason(s) for Extra(s)/Adjustment(s):****CM 14**

Section 104.08.J of the 2003 Standard Specifications for Construction requires MDOT to adjust the pay item Contractor Staking when the final amount of the contract is above or below the original bid amount by 5 percent. Therefore, the cost for Adjustment Contractor Staking was determined to be a contract mandated extra cost, as outlined in Section 104.08J of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on April 15, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 87.50%; City of Detroit, 12.50%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the item in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48226.

71. **Extra 2008 - 062**

Control Section/Job Number: 63022-84578 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: C. A. Hull Co., Inc.
8177 Goldie Road
Walled Lake, MI 48390

Designed By: Orchard, Hiltz & McCliment, Inc.
Engineer's Estimate: \$2,042,582.94

Description of Project:

Bridge rehabilitation of 7 structures on I-96 over the Huron Valley Trail, the CSX Railroad, I-75 over M-59 and over the I-75 business loop ramps in the cities of Novi and Auburn Hills, Oakland County. This project includes a 2-year bridge painting warranty.

Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 15, 2006	
Original Contract Amount:	\$1,899,859.61	
Total of Overruns/Changes (Approved to Date):	37,251.53	+ 1.96%
Total of Extras/Adjustments (Approved to Date):	98,511.13	+ 5.19%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>65,691.54</u>	<u>+ 3.46%</u>
Revised Total	<u>\$2,101,313.81</u>	+ 10.61%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.15% over the original budget for an **Authorized to Date Amount** of \$2,035,622.27.

Approval of this extra will place the authorized status of the contract 10.61% or \$201,454.20 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 19 r. 1, 21, 27

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 19

Emergency Repair CSX Bridge Budget	<u>\$19,587.78</u>
Total	<u>\$19,587.78</u>

CM 21		
Slope Paving Header	20.000 Ft @ \$76.00/Ft	<u>\$1,520.00</u>
Total		<u>\$1,520.00</u>
 CM 27		
Emergency Deck Repair RO1-3 of 63022 – EB I-96 over Rails to Trails		<u>\$44,583.76</u>
Total		<u>\$44,583.76</u>
 Grand Total		<u>\$65,691.54</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 19

The original plans for I-96 over the CSX Railroad included preventative maintenance type repairs. Once work began, it became evident that in the right lane of westbound I-96 the full depth of the bridge deck needed to be removed and replaced. The engineer directed the contractor to repair the area. This extra was originally set up on contract modification 8 and is now being increased to match the amount needed to date. The extra cost for Emergency Repair CSX Bridge Budget was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to the time, equipment and materials needed to complete the work.

CM 21

To complete the work on the bridge, the contractor had to set up temporary supports. To install the temporary supports, the existing slope paving header had to be removed. This was shown on the plans to be included in the cost of the temporary supports. The plans did not indicate how to pay for replacing the slope paving header. The engineer directed the contractor to replace the slope paving header. The extra cost for Slope Paving Header was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

CM 27

The original plans for I-96 over the Huron Valley Trail Bridge included preventative maintenance type repairs. During the winter of 2006/2007, it became evident that in the right lane of eastbound I-96 the full depth of the bridge deck needed to be removed and replaced. The engineer directed the contractor to repair the area. The extra cost for Emergency Deck Repair R01-3 of 63022 - EB I-96 over Rails to Trails was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to the time, equipment and materials needed to complete the work.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras and are recommended for approval by the State Administrative Board on April 15, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48323.

72. **Extra 2008 - 063**

Control Section/Job Number:	67015-59970	MDOT Project
State Administrative Board -	This project has at least one extra that exceeds the \$100,000 limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Elmer's Crane & Dozer, Inc. 3600 Rennie School Road Traverse City, MI 49684	
Designed By:	MDOT	
Engineer's Estimate:	\$5,208,031.87	

Description of Project:

16.38 miles of hot mix asphalt base crushing and shaping, hot mix asphalt resurfacing, bridge approach work, drainage improvements, and safety improvements on US-131 northbound from north of 14 Mile Road to M-115 and southbound from the White Pine Trail to M-115, Osceola and Wexford Counties. This project includes a 5-year materials and workmanship pavement warranty.

Administrative Board Approval Date:	February 6, 2007	
Contract Date:	March 5, 2007	
Original Contract Amount:	\$5,698,998.54	
Total of Overruns/Changes (Approved to Date):	140,400.03	+ 2.46%
Total of Extras/Adjustments (Approved to Date):	65,487.74	+ 1.15%
Total of Negative Adjustments (Approved to Date):	(0.55)	+ 0.00%
THIS REQUEST	<u>196,988.50</u>	<u>+ 3.46%</u>
Revised Total	<u>\$6,101,874.26</u>	+ 7.07%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.61% over the original budget for an **Authorized to Date Amount** of \$5,904,885.76.

Approval of this extra will place the authorized status of the contract 7.07% or \$402,875.72 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3, 14 r. 1

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 3 & 14

Emergency Culvert Replacement

\$196,988.50

Total

\$196,988.50

Reason(s) for Extra(s)/Adjustment(s):

During construction on the project, a 24-inch diameter corrugated metal culvert was found that was failing. Due to the depth of the pipe, approximately 20 feet below the road surface, the office looked at relining the pipe; however, it was determined that the pipe could not be relined and had to be replaced. The engineer directed the contractor to remove and replace the culvert. A budget amount was set up on contract modification 3 for the repairs. Contract modification 14 now represents the final amount needed to remove and replace the culvert. The extra cost for Emergency Culvert Replacement is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras are recommended for approval by the State Administrative Board on April 15, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49688.

OVERRUNS

73. **Overrun 2008 - 11**

Control Section/Job Number: 36039-90366 Local Agency Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Bacco Construction Company
P.O. Box 458
Iron Mountain, MI 49801

Designed By: STS Consultants
Engineer's Estimate: \$287,637.00

Description of Project:

0.75 miles of cold milling of existing hot mix asphalt pavement, hot mix asphalt paving, curb repair, and utility adjustments on Lay Avenue from Spruce Street to Evergreen Street in the City of Iron River, Iron County.

Administrative Board Approval Date:	August 21, 2007	
Contract Date:	August 29, 2007	
Original Contract Amount:	\$226,068.62	
Total of Overruns/Changes (Approved to Date):	22,606.86	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	10,971.00	+ 4.85%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>11,009.88</u>	+ <u>4.87%</u>
Revised Total	<u>\$270,656.36</u>	+ 19.72%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.85% over the original budget for an **Authorized to Date Amount** of \$259,646.48.

Approval of this overrun will place the authorized status of the contract 19.72% or \$44,587.74 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Curb and Gutter, Rem	476.000 Ft @ \$6.00/Ft	\$2,856.00
Curb, Conc, Det E2	476.000 Ft @ \$17.13/Ft	8,153.88
Total		<u>\$11,009.88</u>

Reason(s) for Overrun(s):

During the project, the City of Iron River requested some additional deteriorated curb and gutter be removed and replaced. This caused an overrun in the original bid items Curb and Gutter, Rem and Curb, Conc, Det E2.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board on April 15, 2008.

Criticality: These original item increases are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49935.

74. **Overrun 2008 - 12**

Control Section/Job Number: 84911-78797 MDOT Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: NES Traffic Safety Limited Partnership
2522 Burlingame Avenue SW
Wyoming, MI 49509

Designed By: MDOT
Engineer's Estimate: \$548,120.63

Description of Project:

85.56 miles of non-freeway sign replacement on US-2 from the Dickinson/Menominee County line easterly to M-94, Delta, Menominee and Schoolcraft Counties.

Administrative Board Approval Date:	April 17, 2007	
Contract Date:	May 7, 2007	
Original Contract Amount:	\$497,996.10	
Total of Overruns/Changes (Approved to Date):	49,799.61	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>5,000.00</u>	+ <u>1.00%</u>
Revised Total	<u>\$552,795.71</u>	+ 11.00%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$547,795.71.

Approval of this overrun will place the authorized status of the contract 11.00% or \$54,799.61 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Fdn, Wood Support, Rem	1.000 Ea @ \$5,000.00/Ea	<u>\$5,000.00</u>
Total		<u>\$5,000.00</u>

Reason(s) for Overrun(s):

The quantity of wood foundations to be removed for the signing project was miscalculated. The engineer directed the contractor to remove the wood foundations. This caused an overrun in the original bid items Fdn, Wood Support, Rem.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is now recommended for approval by the State Administrative Board on April 15, 2008.

Criticality: This original item increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 100%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49807, 49817, 49829 49837, 49845, 49847, 49854, 49874, 49878, 49886, 49894, 49896.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Authorized Signature on File
April 7, 2008

Kirk T. Steudle
Director

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Mr. Pavona presented the Transportation and Natural Resources Committee Report for the regular meeting of April 8, 2008. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. Pavona moved that the Report covering the regular meeting held April 8, 2008, be approved and adopted. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. Hank moved to adjourn the meeting. The motion was supported by Mr. Pavona and unanimously approved. Mr. Liedel adjourned the meeting.

SECRETARY

CHAIRPERSON